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THE SPHERE, DECEMBER 21, 1946
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Vol. CLXXXVII No. 2448 WITH WHICH IS INCORPORATED THE GRAPHIC DECEMBER 21 1946

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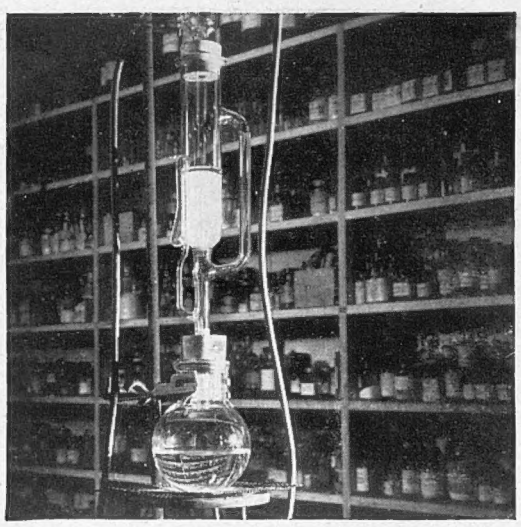

Treasure Trove

Hidden amid a mass of other matter may be a substance that the chemist particularly desires. In bygone days such a product was usually called a "quintessence", and the problem of extracting it is as old as chemistry itself. Modern equivalents of the quintessence are such things as perfumes of flowers, drugs in seeds and resins, vitamins, and hormones. Their isolation is a difficult problem. One way is to find a liquid which will dissolve the required substance, but not those which accompany it. A solution is thus obtained, run off and boiled away, the residue being the substance desired. All sorts of liquids are used for 'extraction'—water, alcohol, ether, acetone, chloroform, benzene, and scores of others. Sometimes the substance will dissolve at ordinary temperatures, but heat is usually needed. Very often the best available solvent will only act slowly and with difficulty. When this happens, the chemist uses an extraction apparatus such as is shown above. The raw material is placed in a thimble of porous paper suspended in a tube above a flask containing the solvent. The solvent is boiled and its vapour passes into the condenser at the top. Here it is reconverted into liquid, drips into the thimble, and seeps through, carrying some of the substance to be extracted down into the flask. This cycle is allowed to continue until extraction is complete, and another quintessence has been extracted by the British chemist for the well-being of the nation.

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Volume CLXXXVII No. 2448 The SPHERE, London, December 21, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

BEGINNING WORK ON THE NEW HOUSE OF COMMONS—THE SKELETON OF THE NEW BUILDING BEGINS TO RISE ON THE SITE OF THE 1840 FOUNDATION: Workmen erecting the steel frame on the south-west corner of the site. The outline of the old House can be seen on the exposed face at the north end; in the background is the Big Ben clock-tower

The legislative calm of London's Palace of Westminster is adjusting itself to the noises made by structural steelworkers as the skeleton of the new House of Commons knits together on the site of the old building. The former House was destroyed by a German bomb in 1940; since then, Members of the House have been using the House of Lords. It is hoped that the new House of Commons will be completed in three years and that the opening of the Chamber will take place early in 1950. Erection of the steelwork alone will require a further six months. The new building was designed by one of Britain's most distinguished architects, Sir Giles Gilbert Scott, O.M., R.A., with Dr. Oscar Faber as consulting engineer. It will blend in with the other Parliament buildings, which were designed in the late-Gothic style. All the steelwork is being erected on the original 6-ft.-thick concrete foundation laid in 1840. Inside the new Chamber, seating accommodation for the Members will be the same as in the old House, but there will be more space for "Strangers" and the Press

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Christmas 1946.—

"God send," I wrote in my diary on December 25, 1943, "the last of the War Christmas Days. I have enjoyed twelve of them since 1898." Whether that was strictly true in 1943, it certainly was so by 1945. As for 1946, no one writing in 1943 could have imagined that this Christmas Day would retain any relics of war austerity. It does. We find ourselves as rigidly rationed and restricted as ever, and the eternal hope and seasonable message *Peace and Goodwill* appear as remote and visionary as ever. We clank along our dismal road in fetters which grow ever heavier. There was usually a truce to bombing on this day during the war years, so Christmas 1946 is very much like any other War Christmas Day. Fourteen or so of 'em in a lifetime of sixty years is a handsome ratio. My Victorian grandparents would have so judged it. Well, there it is! Peace and no peace. War and no war. Goodwill among men? *Circumspice*. Listen to the News bulletins. Read the headlines. What does Christmas mean to humanity to-day? I have come to wonder why the Minister of Food of the day during these war years has always made such a pother about Christmas, squeezing an extra currant or ounce of sugar or pound of flesh from his visible stocks for the festival. It seems hardly worth all the trouble, hardly describable as a worthy cause. For most of the evils in our tragic world can be traced to the fact that men have totally forgotten the reason for the rejoicing, or only remember the occasion for revelling. We are concerned with the cakes and ale. We give no thought at all to the cradle. On Christmas Day those of us who go to church may hear some of the most lovely and glorious and stimulating phrases in all the range of our literature. "The people that walked in darkness have seen a great light. They that walked in the valley of the shadow of death, upon them has the light shined." An end to the dimness, the confused noise and garments rolled in blood, with the coming of the Prince of Peace, whose "name shall be called Wonderful, Counsellor, the mighty God, the everlasting Father..." The great hopes of Christmas have never been fulfilled. In the dim past of our long and tragical history, those hopes were much more real and comforting than to-day. Indeed, which generation of Englishmen or other Christian race in world history has less claim than ours to comprehension of the meaning of Christmas Day, or less deserves the fruition of its glorious and trembling hopes? *None*. For none ever had such warnings and such lessons as ours, urging repentance and a new beginning. A happy Christmas? Perhaps, superficially, we may enjoy a tolerable day's revelling in forgetfulness. But the morning after will bring back the quarrels, the envy, the hates, the grabbing, and the headaches. And so it will be until men once more remember the cradle and give it priority over the cakes and ale. The people that walk in darkness have yet to see the light.

Albanian Barbarity.—

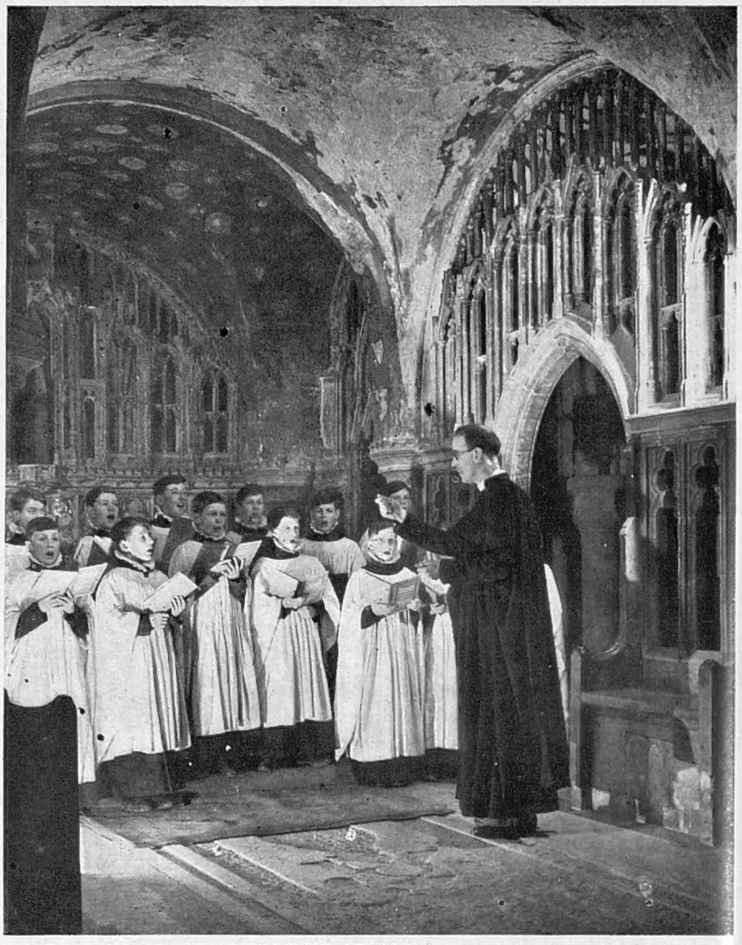
Nothing more pointedly reveals the change in what is called "diplomacy" than does the incident of the mining of the Corfu narrows, which cost the British Navy dear. In the bad old days a "British gunboat" would have arrived off Albania, on the tail of a hasty examination of probabilities, and Albania would have eaten dirt on her knees. There have been other "incidents" with Albania recently, and the sum of them revealed in Albania an astonishing ignorance of International Law, which could only be excusable in a nation of savages. It was nearly seven weeks before the British Government took action on the mining incident. Those weeks were devoted to silent and exhaustive investigation on the spot. The results provide a prima facie case against Albania which no Grand Jury or Court of First Instance could throw out. It charges the Albanian Government with what amounts to international murder, not to add the grossest breaches of International Law and the law of humanity. But nowadays no "gunboat" sails. There is no self-help for a Great Power wronged or outraged by a Small Power. If we be still a Great Power, our remedy is at the best Albania's, had the circumstances been *vice versa*. And that is no doubt *a good thing*, or one day will be, when the machinery of international arbitration works, and can be depended on to work, impartially and without political bias. But meanwhile, the interregnum stultifies the new diplomacy. It makes a Small Power uncommon rash and cocky, and a Great Power can appear uncommon small and impotent.

The Lewis Capitulation.—

Whatever happens next in the industrial arena in the States, it seems clear enough that John L. Lewis bluffed too high and lost on a show-down. His bladder floated out beyond his depth and the "wanton boy" got a ducking. So did Cardinal Wolsey, and our strikers of 1926, and the late Hitler. But Hitler's bladder burst too late and humanity paid in full for one man's overweening vanity. Wolsey lost his all. The strikers of 1926 shrank at the eleventh hour from spurning the existing laws of England and the good of the community, and drew back on the brink after an effort at a face-saving formula. That was Lewis's decision also. He chose discretion—he must have hated the choice—and, if he has not saved his face, he has saved humanity a worse tragedy. Lewis, like Hitler, came to win and to enjoy more power than is good for one man. Neither was educationally fit for so much authority. Neither knew how to use it. Each was betrayed by his own personal vanity. Napoleon himself with all his genius was caught in the same net. His swollen ego shadowed the world, and his own view of it. His personal vanity became of more importance than the vital needs of his own country and even the fate of humanity. Men like Lewis bob up again. They can stand a number of "knock-outs" (for less buoyant natures). He has had his medicine, but he is not the man to yield his prestige if any new punch can retrieve it. Nevertheless, these last weeks have revealed at home and abroad some useful lessons and warnings to wanton dictators who seek to impose their wills on nations and on groups, be that tyrant a local authority, a union leader or an international figure. Democracy is not yet totally down and out.

"Water, Water Everywhere, But . . ."—

Once more the public learns the truth obliquely. Mr. Strachey, for reasons that seemed good to him, has hitherto insisted that a world shortage of cereals justifies and demands strict bread rationing in England, and is the cause of the starvation crisis over much of Europe and the East. Now it is suddenly made as clear as print that there are bumper supplies of wheat and an all-record maize harvest, in store and in prospect. It is not lack of cereals but lack of the means and organisation to transport and distribute them which keeps many nations on starvation level, and Britain rationed. And this is the old vicious circle of pre-war days, the vicious circle of world-war making. Food rotting here, nations starving there; and all because the nations could not, or would not, get together to organise distribution fairly among the nations. We have the organisation to-day, set up at least on paper, and it is hard to believe that any function of U.N.O. is more important and urgent than this: to pool available transport resources in order that, with the least delay, the prime cause of war may be averted or removed. I wonder if the day will ever come when this Government of ours will find the regimented citizens of the "modern democracy" which it is creating sufficiently educated, intelligent and worthy to hear a few scraps of the truth. Or must we continue for ever to be led as children and moved as pawns in a benevolent game of Blind-man's Buff?



HARBINGERS OF THE CHRISTMAS SEASON—CANTERBURY CHOIR BOYS REHEARSE THEIR CAROLS: Under the guidance of the Rev. J. Poole, the Choir Master, they prepare for Christmas week in the Chapel of Our Lady

The Publisher's Problem.

—No man over fifty who once knew what personal liberty meant, no man over sixty who is on the last laps of his course, can very surely estimate what is in the minds of the younger generations to-day. The thirty- and even the forty-year-olds never tasted personal liberty, and for all we know do not value it and do not desire it. Indeed, we must assume so, for they plumped for State Socialism. Old men might argue with rather more confidence that the young have had all they need of the horror and nastinesses of war, and, like the old, must be homesick for simple, kindly, homely things—old books, old crafts, old sports, the outward seeming of the world as illustrated by Randolph Caldicott, the world of the Hambleden men, and the ancient craftsmen, and the old country lore and chronicles. Yet even there that confidence may well be misplaced. It seems that war books are by no means unpopular or *vieux jeu*. There is a positive rush of scavengers among the bodies and nasty relics of the late lamented Nazi chiefs. Here in Britain, where we exhaust our surplus enthusiasm rather on sport than on "politics," on footballs and cricket balls than on bombs, it seems that the younger generations still hanker after and derive an oblique stimulus from the worst features of total war. If, then, I were a publisher, I should not be at all cocksure; I should frankly admit the gamble of publishing. Whether to reprint the old and tried Victorian favourites, to print new books on old England and her arts and crafts, sports and pastimes, or to fill the bookshops with more and more of the snoopings of the man who was Hitler's henchman, Göring's groom, Schacht's satellite and Ribbentrop's right-hand. Myself, I find that the Victorians have proved their permanent worth; but, then, I am old enough to remember the merits of their way of life and their security.

Blow Up The Trumpet.—

No doubt, a man must shout his wares loudly to be heard above the catcalls in our modern Vanity Fair. The presiding genius of *The Review of World Affairs*, who periodically circularises me, has less false modesty than any commercial aspirant for my patronage who has ever come my way. Or, perhaps, he is personally a modest man (with all his genius for finding out the truth) who leaves these mundane commercial matters entirely to his over-exuberant agents. Be that as it may, I am not impressed by excess in boosts. We are none of us infallible, not even the youngest of us; and in the past fearful decade, it is possible that even *The Review of World Affairs* has missed some grain of truth or put a wrong interpretation on its discoveries of the truth. I like moderation in all things, not least in commercial and literary blurb. For the last decade has not convinced me that living men are supermen in world affairs, or immortals in literature.

THE OLD STAGER

AN IDEA FOR CHRISTMAS

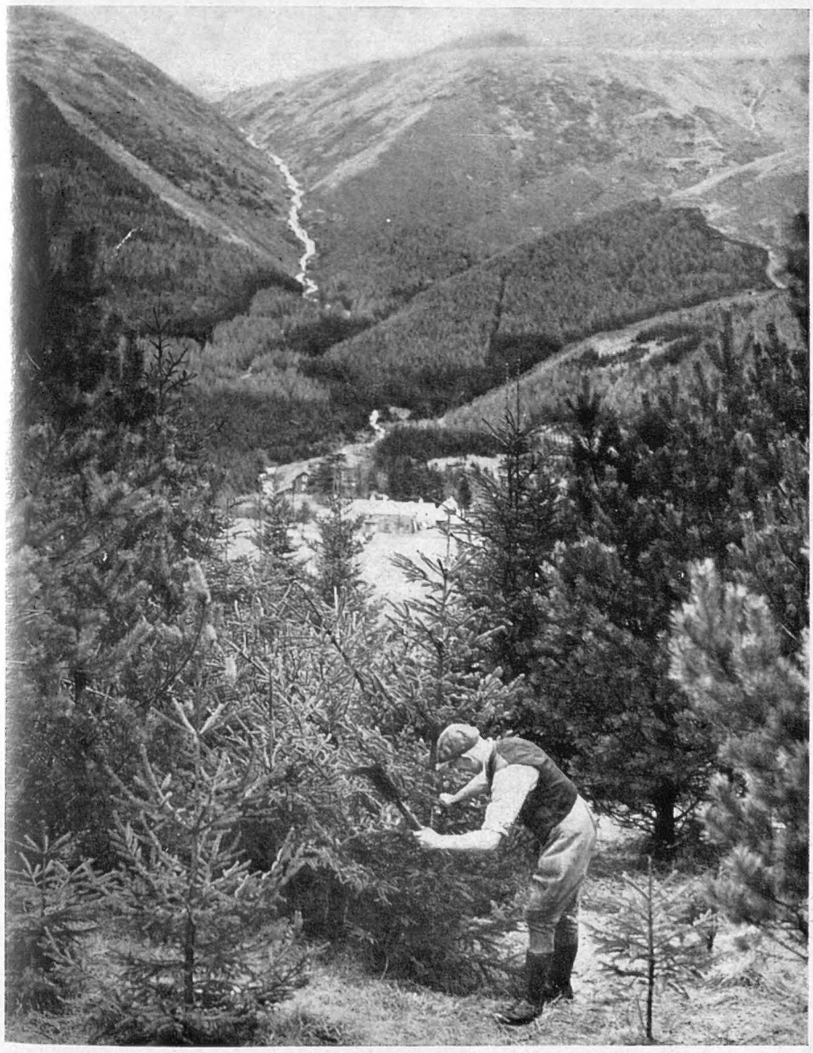
What could be a better choice for a friend or relation abroad than a subscription to THE SPHERE for six or twelve months? Imagine the pleasure it would give them to receive this world-renowned journal regularly every week. *A greetings card will be sent with the first copy if desired.* Subscription rates may be had on application to the Publisher, Commonwealth House, 1, New Oxford Street, London, W.C.1.

THE L.C.C.'S CHRISTMAS PARADE OF TALENT—LONDON SCHOOLCHILDREN IN A BRILLIANT EXPOSITION OF COMMUNITY CAROL SINGING: A section of the great concourse of singers which gathered last week at the Central Hall, Westminster, and gave a performance under the direction of Dr. Leslie Russell. The children have learned the carols in the schools, and from each school contingents of about twenty singers came together at the Central Hall. With Dr. Brockless at the organ to support them, the children rendered traditional carols, festive carols and lullabies, singing them mostly in unison, but with an occasional descant

"BUT ONCE A YEAR"

The Christmas Season in Town and Country

Christmas 1946 has not completely cast off the spell of the war years. Prices are high and goods are not plentiful; but London is gay, if unpainted, the licensed houses have their extensions, although the fare is limited, and the theatres and the cinemas are booming as never before. In Oxford Street the pavements have been thronged these three weeks past as hopeful shoppers have sought presents, while the carol singers are now in full cry in every street. If their voices lack the purity of tone of the Central Hall singers, their enthusiasm is beyond doubt, and they know how to use the knocker



THE LAND OF THE CHRISTMAS-TREE: Felling fir-trees on the mountain slopes at Thirlmere, in the Lake District, in readiness for the Christmas market. The slopes in the distance, also well clothed with conifers, lead to the snow-capped summit of Helvellyn

THE CHRISTMAS SHOPPERS IN ACTION: A typical crowd in Oxford Street, where business has been brisker than ever despite high prices. Finding toys and games for the children has been no easy task

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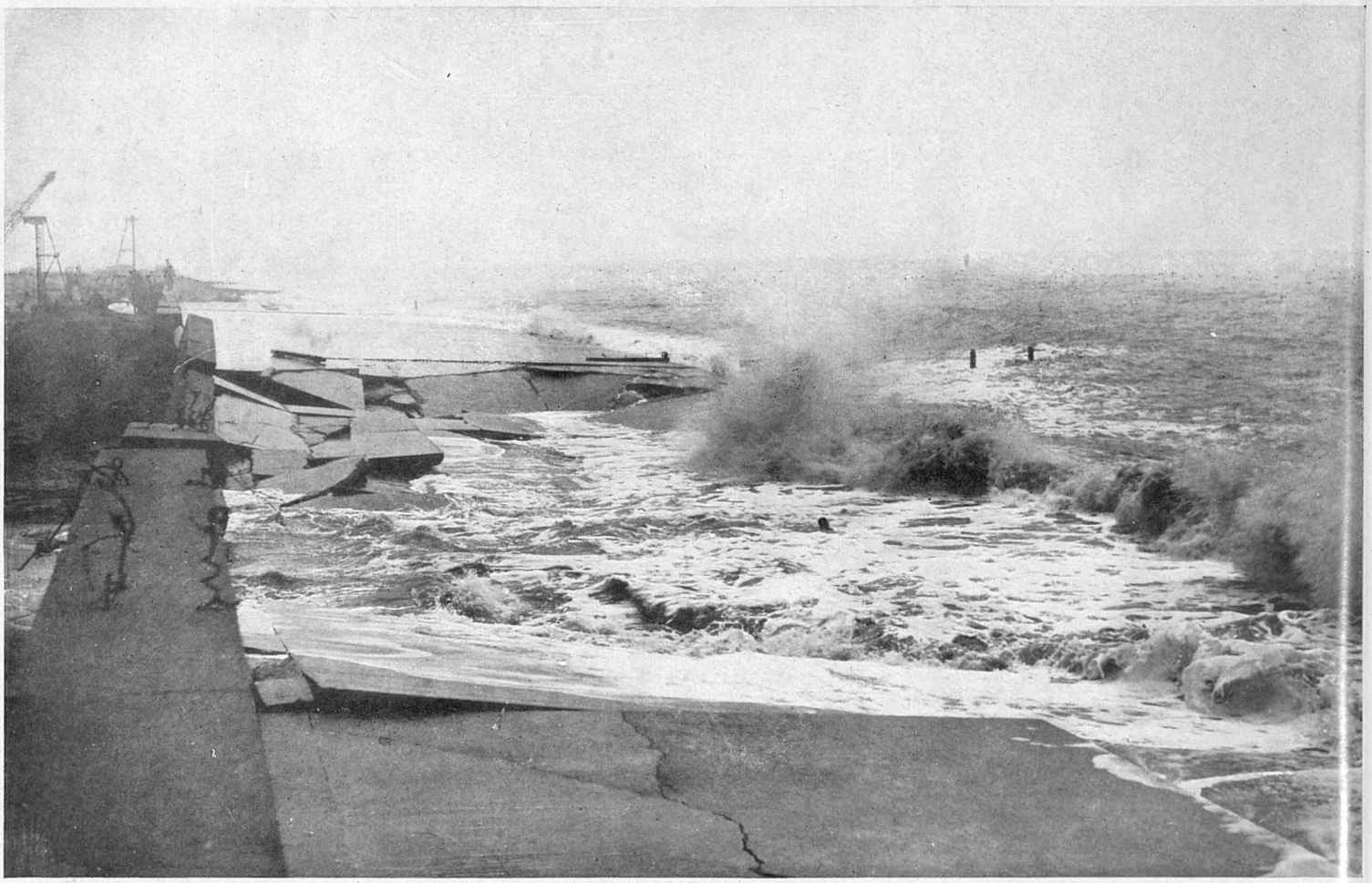
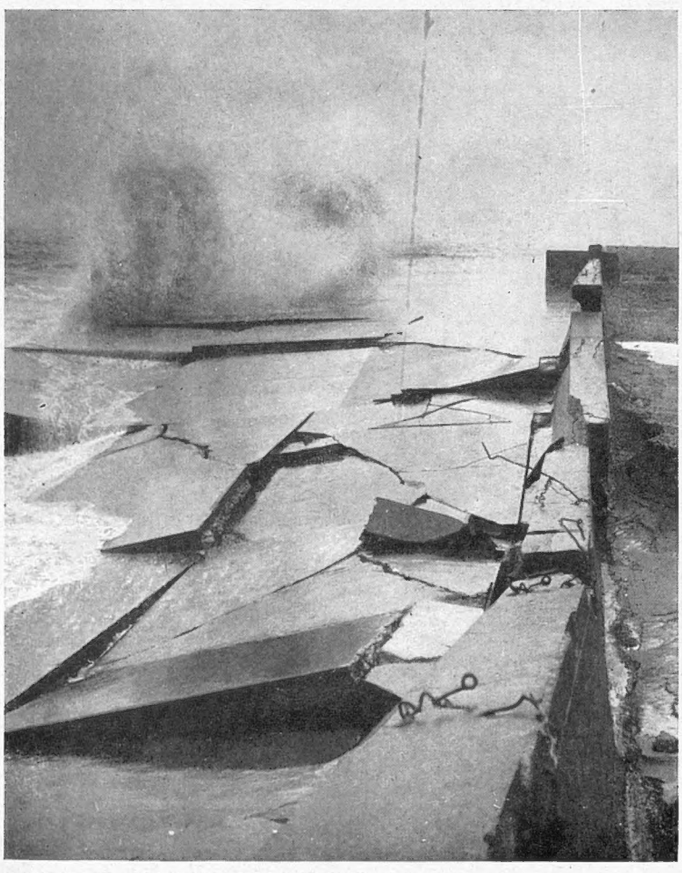


MORE GALE HAVOC AT LOWESTOFT—THE DAMAGE OF SPRING 1946 IS CONTINUED THIS WINTER : A stretch of the concrete sea wall which has collapsed as a result of the undermining of the foundations

BIG GALES and BIG GUNS

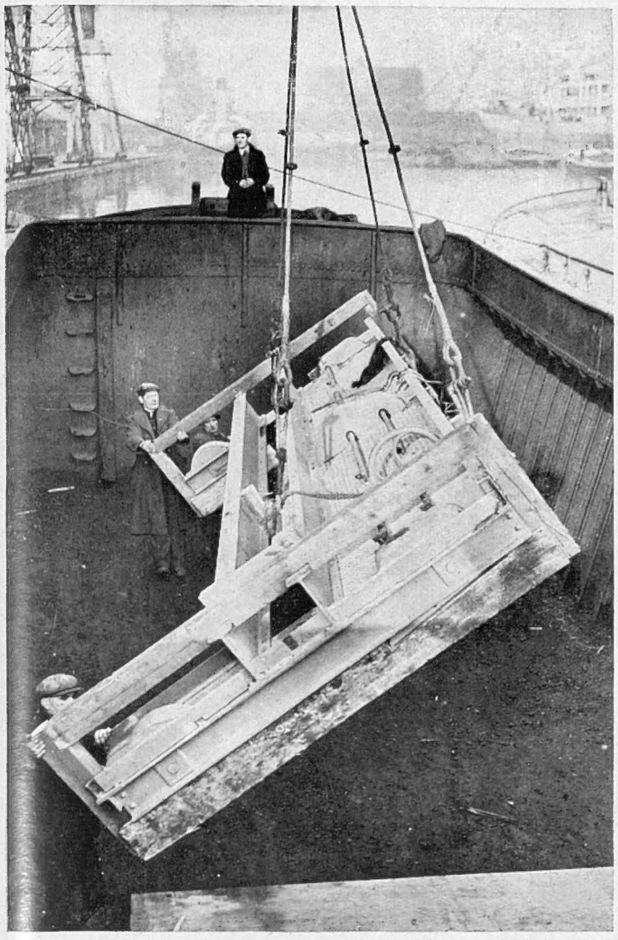
News from Both Sides of the Atlantic

Throughout last winter and spring, the gales which lashed the East Coast gradually undermined the concrete sea wall at Lowestoft, and at times there were grave fears that the town would be flooded. Now, as a result of the recent storms, the Lowestoft defences, partly built up during the summer, have again been undermined. One gap of over 5,000 ft. has been made in the old sea wall, and a stretch of low-lying land known as the Denes, has been flooded to within a short distance of the Lowestoft gas works and of an estate of 200 houses. Squads of local volunteers recently strove in wind and rain, with the gale at times reaching 60 m.p.h., to bolster up the defences. At every high tide the menace to the town is repeated.

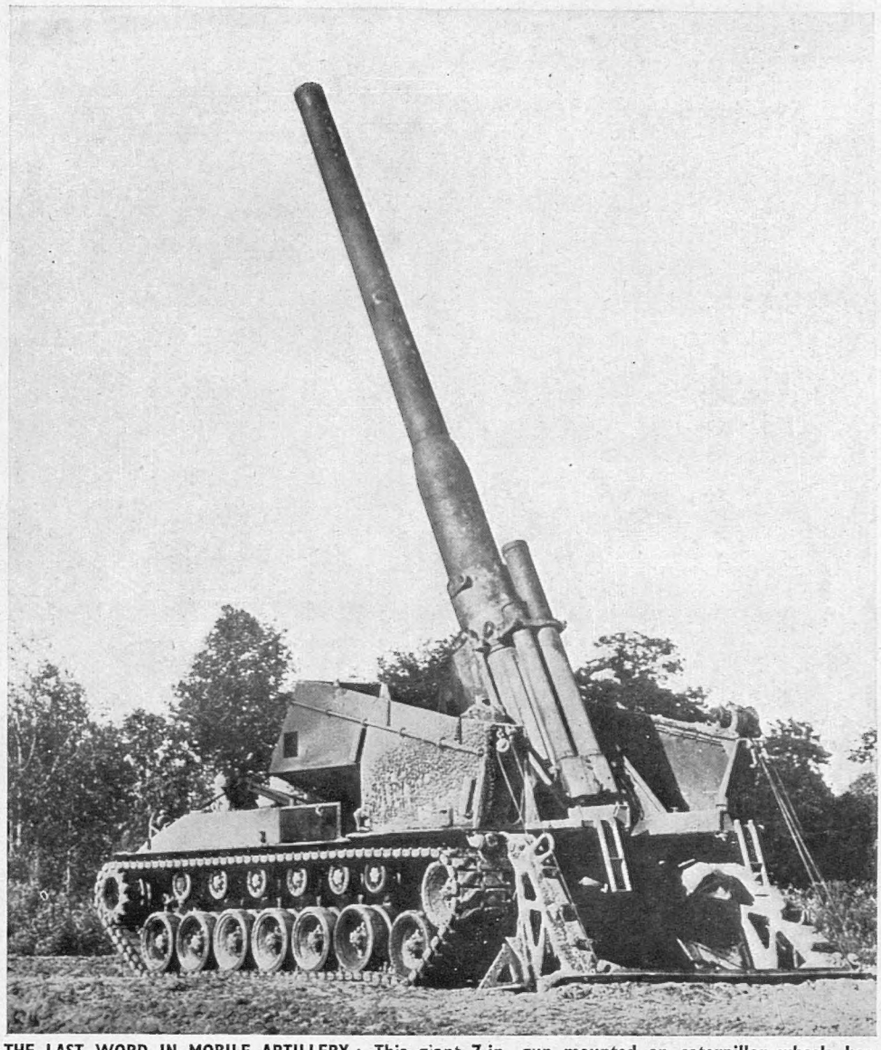


CLOSE-UP OF THE DAMAGED LOWESTOFT SEA WALL : This picture, taken during the height of last week's gale, shows how the great slabs of concrete have broken up as a result of the ground beneath being undermined by the sea. Several other resorts on the East Coast have reported damage to their defences, although not on the same scale

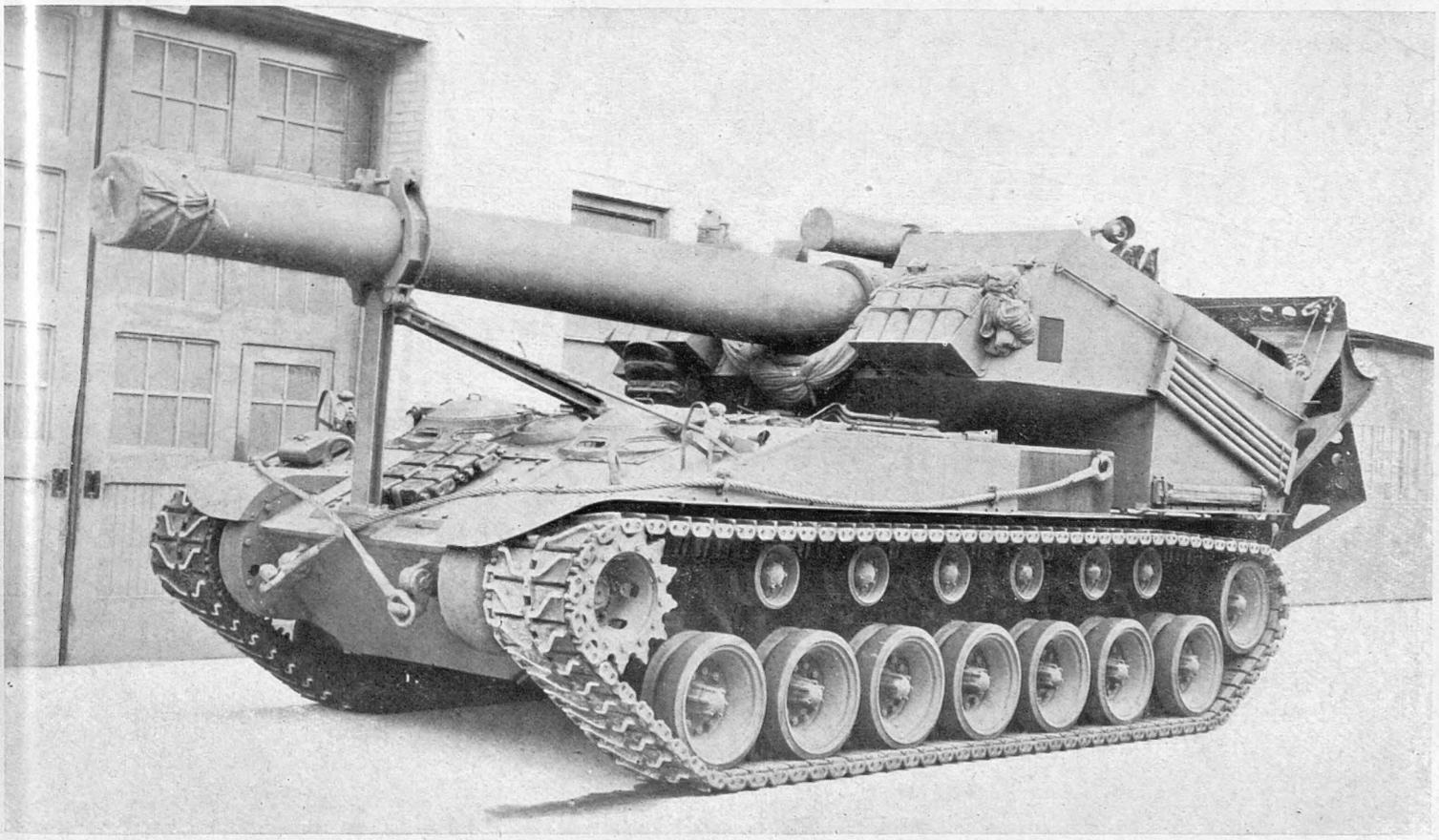
A DESTROYER BECOMES HEADQUARTERS SHIP FOR THE "WAVY NAVY" : The "Zetland" seen on arrival at Southampton from Portsmouth. She will be the H.Q. ship of the Solent Division of the Royal Naval Volunteer Reserve, and she will remain on loan until another ship becomes available. The R.N.V.R. provides training for part-time sailors in peacetime, and usually takes them on a summer cruise to the Atlantic or the Mediterranean, thus enabling them to gain experience of actual conditions at sea. The *Zetland* is a destroyer of 1,025 tons and includes in her wartime armament six 4-in. anti-aircraft guns. She carries a normal complement of 168, but if she is used for training cruises it is possible she will take considerably more men



THE FIRST REPARATIONS IN KIND ARRIVE FROM GERMANY: The section of a projectile launching site being craned aboard a tug from the "Hirondelle" at Tilbury Docks. The equipment formed part of a shipload brought over from Germany by the *Hirondelle*, and it is the forerunner of large quantities of equipment and machinery which are being brought to Britain under the Allied Reparations Agreement. Russia and France are also taking a full share, and the Russians were recently reported to be moving the entire Zeiss works from Jena. This move, however, was not in accord with the international agreement



THE LAST WORD IN MOBILE ARTILLERY: This giant 7-in. gun mounted on caterpillar wheels has been designed by the Chrysler Corporation for the United States Army Ordnance Department. It is quite the largest mobile gun ever designed, and it is said to be capable of sending a 240-lb. shell a distance of 27 miles. The picture shows how the recoil is taken up by ramming a spade tail into the ground



AMERICA'S BIG MOBILE HOWITZER—A HEAVY GUN CAPABLE OF FIRING A 360-LB. SHELL 16 MILES, AND MOUNTED ON A 63-TON ARMOURED CATERPILLAR CHASSIS: It has been produced at Detroit by the Chrysler Corporation for the United States Army Ordnance Department

The howitzer, illustrated above, and the longer range gun shown at the head of this page, are both mounted on the same caterpillar chassis and are quite the biggest mobile weapons ever designed. Partly as a result of the success of the Russian artillery in their counter thrusts after the days of Stalingrad and the success of the so-called Priest gun in the desert campaign against the Afrika Corps, the mobile gun came to be recognised at the close of the Second World War as a no less potent weapon than the tank, and in these designs the theory is carried yet a stage farther by America's Ordnance men. The shock of recoil, both on the howitzer and the 7-in. gun, must be tremendous, and it is only by ramming the spade tail into the ground that the chassis remains stationary. The caption accompanying both pictures declares that the guns can be got into action in five minutes, but this is probably a very considerable under-estimate, as the cumbersome but very excellent British 3·7 could be got into action during the war in four minutes and was capable of a thirty-second crash action

GREEK GUERILLAS RAVAGE NORTHERN VILLAGES

A Trail of Destruction in the Far North

Ever since a strongly-armed guerilla force launched a surprise dawn attack against the village of Skra and overwhelmed the Greek garrison, guerilla fighting has been proceeding in various parts of Northern Greece, particularly in the Macedonian area abutting on Bulgaria and Yugoslavia. While villages have been ravaged, Greek Army garrisons have been overwhelmed and the inhabitants have been put to death. From the outset it was seen that these guerillas were receiving help from the Yugoslavian side of the border, and their attacks gradually began to reveal a pattern and a purpose. The purpose has clearly been to create a free zone in Macedonia, where Greek military authority shall not prevail. Wherever the guerillas have failed to hold any point they have retreated across the borders, and the Greek Government has set forth twenty-one incidents wherein the Left Wing guerillas have received sanctuary from the Yugoslavs. Last week the Greek Army counter-attacked strongly.

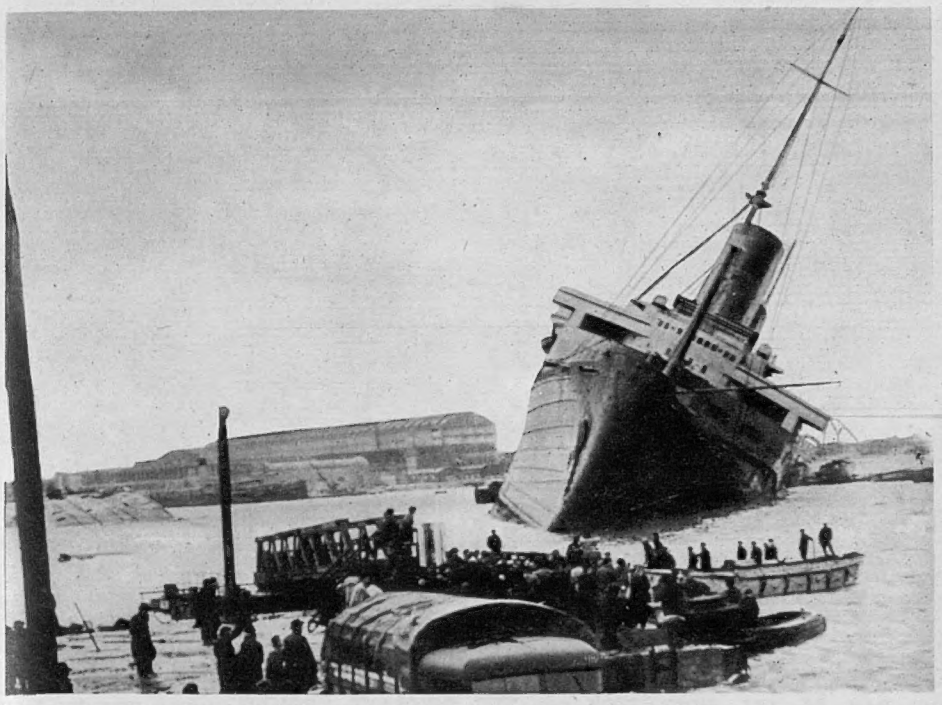
THE GREEK ARMY AND GENDARMERIE TO THE RESCUE : Regular forces resting in front of Mandalhos School after some of them had engaged in a fierce hand-to-hand fight with an attacking force estimated at 600 strong. Thirteen gendarmes were killed before these reinforcements arrived, and one of them was hung up in the village by a rope passed through a bullet wound piercing his head. The guerillas burnt and looted this and other villages and held sway in this part of Macedonia for twenty-four hours. The arrival of reinforcements was delayed by poor communications. Battles have occurred at many isolated points in Northern Greece, and it was only last week that the Greek Regulars went into action with any determination

REFUGEES FROM THE RAVAGED VILLAGE OF MAVRON : A woman and her children using a donkey as transport as they fled southwards towards Salonika. As the guerillas gained control in Macedonia the stream of refugees increased steadily

VICTIMS OF THE GUERILLA ATTACK ON THE VILLAGE OF MANDALHOS : Men, young women and children lying where they were done to death by the guerillas as they swept through the village. At many points in Western Macedonia the same story has been repeated over and over again of recent weeks, and many of those who have escaped death are fleeing south

THE GREEK MINISTER OF WAR SURVEYS THE SCENE OF DEATH AND DESTRUCTION : Philipe Dragoumis (right) being greeted by an officer of the Greek Army on arrival at Mandalhos shortly after the guerillas had been driven off and order had been restored. On returning to Athens the Minister at once instituted measures for Army reorganisation in order to help deal with the crisis. Lieut.-General Crawford, the British G.O.C., was called into consultation in an advisory capacity

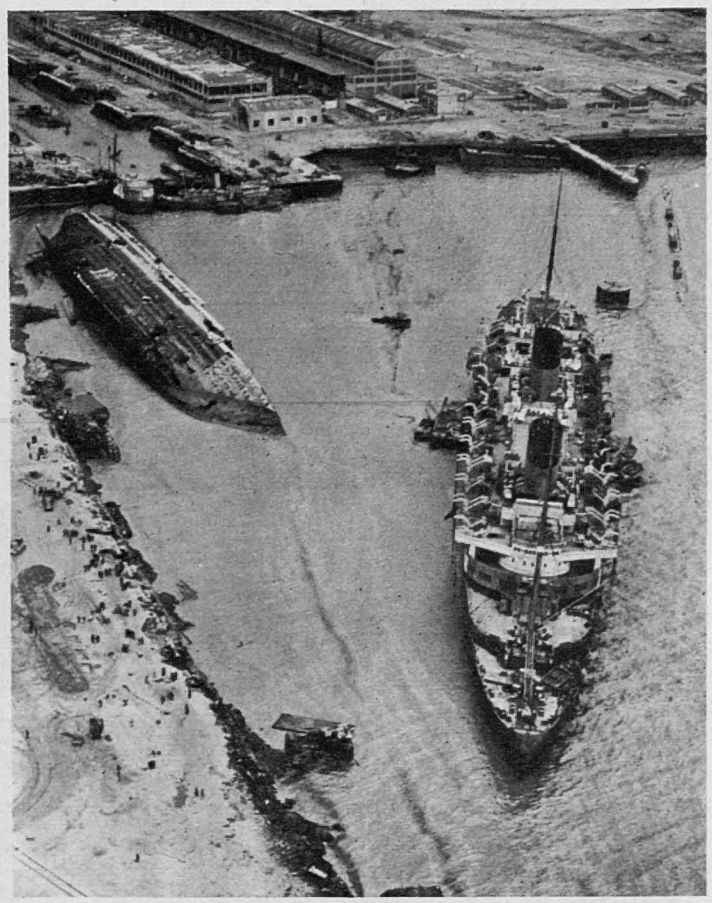
THEY SAW FOR THEMSELVES : Officers of the Greek Army and gendarmerie with Mr. Papadoupolos, a Macedonian Member of the Greek Parliament, during the visit to Mandalhos, where they witnessed the extent of the destruction wrought by the guerillas. Last week a whole Greek battalion went into action aginst the guerillas, the largest punitive force so far mustered, and it succeeded in driving them out of several well-prepared positions



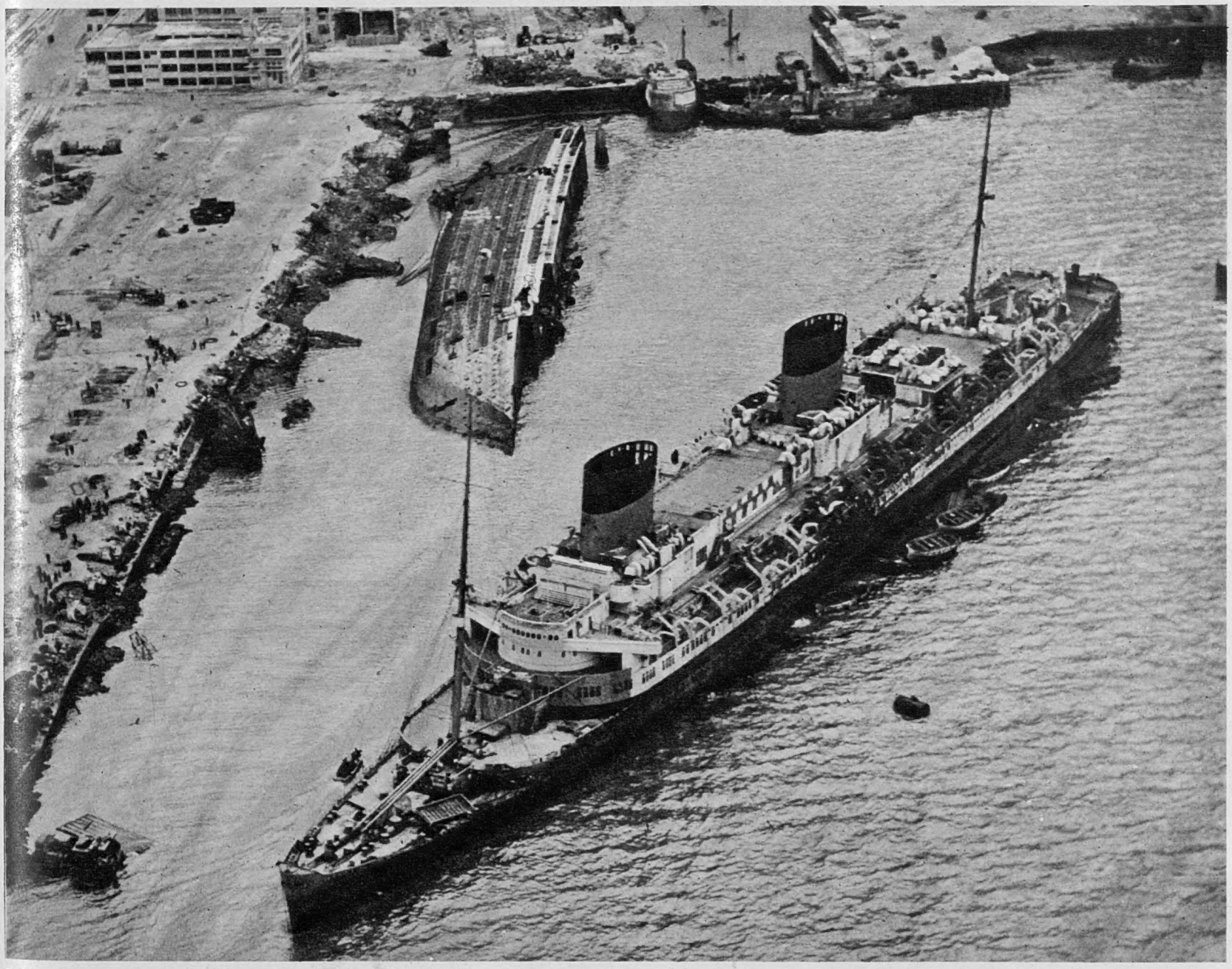
THE "EUROPA" FOUNDERS at LE HAVRE

The ex-German Liner Caught in a Violent Gale

THE "EUROPA" SINKS IN SEVEN FATHOMS OF WATER: The 49,000-ton liner with a 45-degree list after she had broken her cables and been swept by a gale across Le Havre harbour. She hit the half-submerged wreck of the liner "Paris," tore a wide hole in her starboard side, and then began to settle into the harbour bed. The *Europa*, which was made over to the Compagnie Generale Transatlantique as war reparations and renamed *La Liberté*, was once the pride of the German Merchant Navy. When the disaster occurred she was at Le Havre undergoing repairs, and it was expected that she would make her first Atlantic crossing under the French flag next spring. There is now little chance that the vessel will be in running order for a year at least



AFTER THE "EUROPA" HAD CUT ADRIFT: An aerial view showing the great vessel as she began to take on a list. When she careered across the harbour her hull was torn on the starboard side through coming in contact with the liner *Paris*, which is seen, a half-submerged wreck, on the left of the picture. The *Paris* sank in 1939 after being destroyed by fire



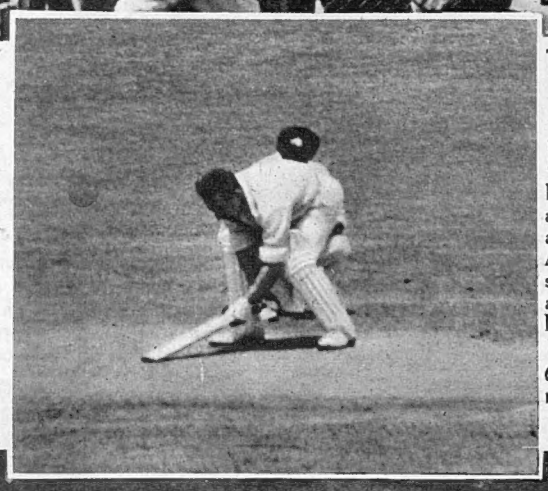
THE CRIPPLED GIANT SINKS TO THE BED OF LE HAVRE HARBOUR: Another aerial view taken after the 49,000-ton "Europa" had been holed through scraping against the hull of the half-submerged wreck of the liner "Paris." Shortly after the disaster the *Europa* assumed a list of 45 degrees, and there were fears that she would capsize. When the tide rose again, however, the vessel righted herself and all possible measures were taken to secure her in this position. The cost of repairs will be high, as the flooding of the engine-rooms has damaged much of the electrical equipment. The *Europa* was built in 1928 for the Norddeutscher Lloyd Line, and she won the Blue Riband of the Atlantic for Germany in 1930. She remained at Bremen during the war and, having escaped damage, she made two Atlantic crossings from Bremen to New York as a troopship under the American flag

THE SECOND DAY OF THE FIRST TEST ON THE BRISBANE GROUND—**WHEN BENEATH CLOUDLE ground during the Australian innings, when Miller, McCool and others followed the example of Bradma truly defeated, were treated shabbily by fortune, being caught twice in the same match on a stick**

BRITAIN ON A STICKY WICKET

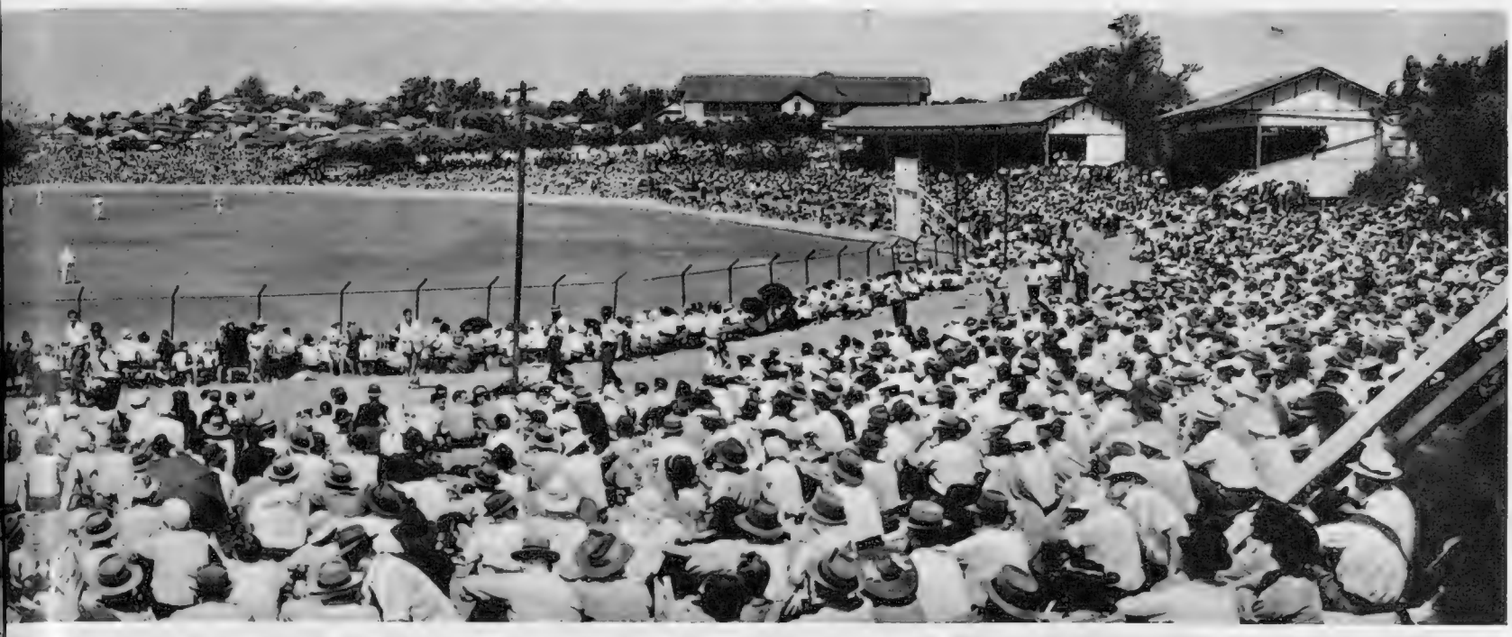
How We Faced Disaster in the First Test at Brisbane

In last week's issue of THE SPHERE an illustrated record was given of the opening phases of the first Test at Brisbane, but the accompanying pictures, which have only lately arrived, are of special interest in that they show the England batsmen as they battled on the sticky wicket which fell to their lot after Australia had compiled a mammoth total. In the circumstances the M.C.C. scores of 141 and 172 were satisfactory, and England went into the second Test at Sydney last week with undiminished hopes of winning the rubber

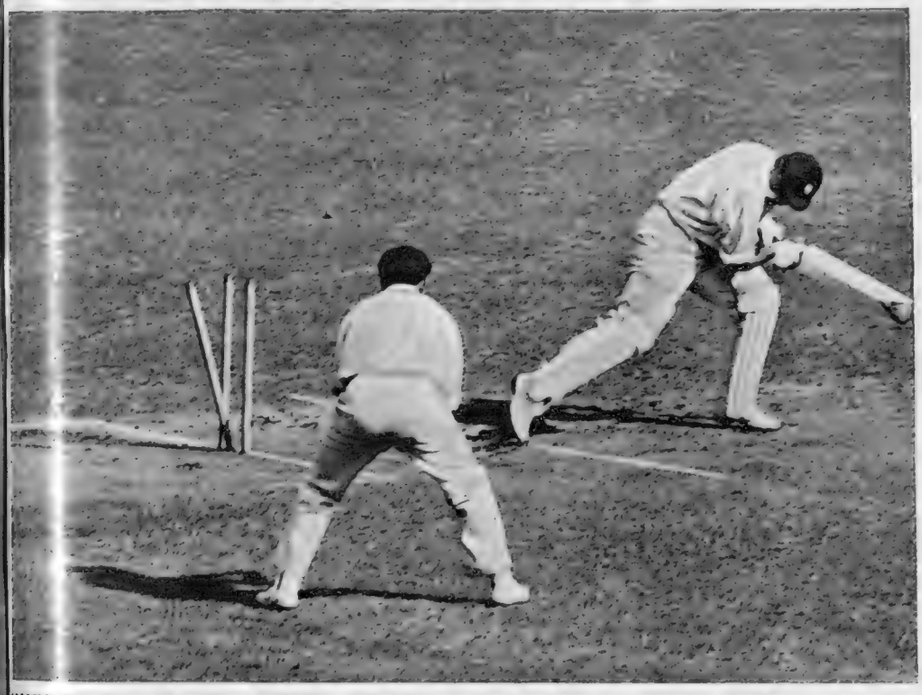


On left—**EDRICH PATS THE PITCH : The Middlesex all-rounder who defied Australia on Brisbane's "glue-pot"**

ON BRISBANE'S "GLUE-POT"—A CLUSTER OF SHORT IN-FIELDSMEN SURROUND THE BATSMAN, AND NEARLY EVERY BALL, AS IT JUMPS AND SPINS ON THE VENOMOUS PITCH, PRESAGES DISASTER : Denis Compton, England's forcing bat, is seen playing a ball into the expectant hands of Hassett. Also in the picture are Johnson, Barnes (foreground), Tallon (the wicket-keeper) and McCool. E. M. Wellings, a member of the vast army of commentators which gathered at Brisbane for the first Test, said that the ball "bucked and bounced like some wild creature." The batsmen for the most part had to concentrate solely on defence



SKIES, AND BEFORE A VAST, SWELTERING CROWD, AUSTRALIA PILED ON THE RUNS: A view of the and Hassett to such good effect that they returned the mammoth total of 645. The M.C.C., well and wicket—a veritable Brisbane "glue-pot." Against a jumping, spinning ball our men were powerless



HAMMOND HITS OUT AND HAMMOND GETS OUT: *Left*—The England captain's middle stump is knocked back by Toshack at the end of his second innings, in which he scored 23 and held the fort for some time in company with the resolute Compton. *Right*—Hammond, during the same innings, forcing a ball from Toshack to the boundary. In one glorious over Hammond hammered Toshack for two sixes and a four, and, for a brief moment, it seemed that, despite the venom of the pitch, he was going to collar the bowling and give the Australians a lesson in batsmanship on a sticky wicket. Hammond's captaincy, which had been criticised in an earlier match, was good, and by agreeing to allow play to proceed on the final day he pleased Australian opinion

TWO VICTIMS OF THE WICKET: *Left*—Bill Edrich, the Middlesex all-rounder, is l.b.w., bowled Toshack, in England's second innings. In the first innings, when the pitch was even more venomous, Edrich took frequent blows on the body rather than play the ball into waiting hands. *Right*—Len Hutton, England's No. 1, is clean-bowled by Miller for 7. He was the first victim on the Brisbane "glue-pot," and in the second innings he was no more fortunate

THE BONES OF HERNANDO CORTEZ ARE RETRIEVED FROM THEIR SECRET HIDING-PLACE—AN IMPORTANT DISCOVERY AT THE HOSPITAL OF JESUS OF NAZARETH IN MEXICO CITY: *Left*—Señor Manuel Moreno and Professor Alberto Carreno removing the coffer from the secret hole in the hospital wall where it was deposited 123 years ago during the days of the anti-Spanish riots in Mexico. *Right*—The research party holding the crystal urn which lay within the coffer and which contains the bones of the great Conquistador. They were guided to the spot by a century-old document which lately came into their possession. Beside the casket they found a metal tube containing an affidavit signed by a former Archbishop of Mexico and stating that the remains are definitely those of Hernando Cortez

A Foreign News Survey

THEY HAVE FOUND THE BONES OF CORTEZ

More Collaborators on Trial : Unesco in Action : With the Army in Japan

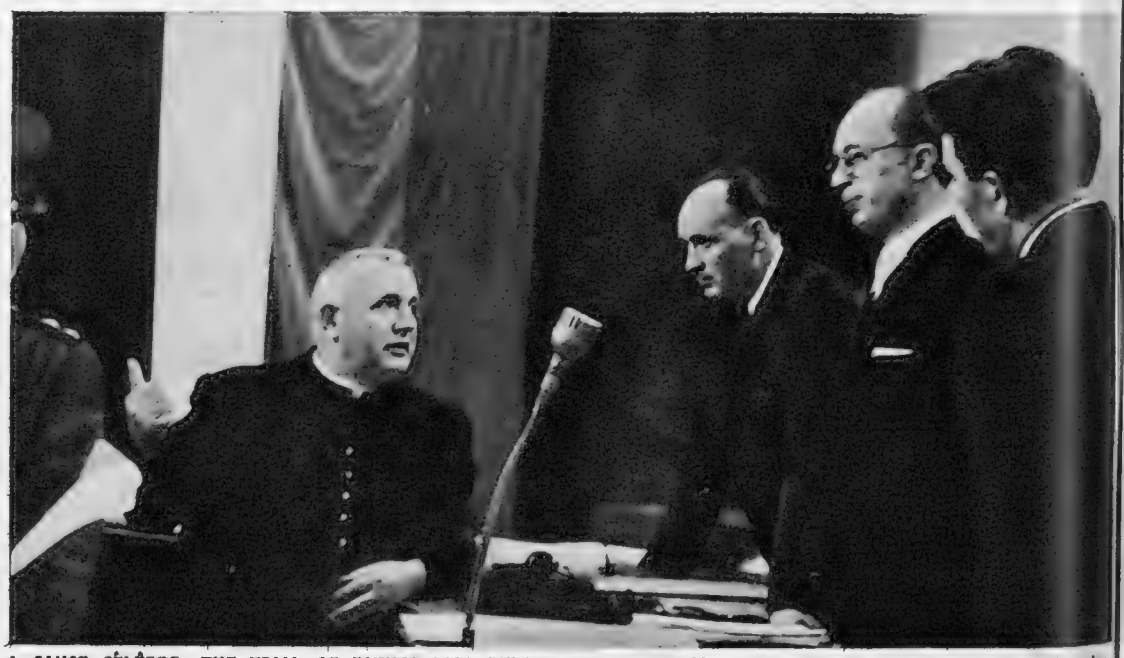
Hernando Cortez, the Spanish conqueror of Mexico, died at Seville in 1547 and his body was taken to Mexico in 1629. Two centuries later, however, during the days of the anti-Spanish riots, relatives hid the remains of Cortez, and although search was made in many parts of the country, there was no trace of them. Twenty-six years ago the remains were at last traced with a fair degree of certainty to the Hospital of Jesus of Nazareth in Mexico City, but a controversy over the question has continued to rage among Spanish historians, and it was not until this year that the spot was actually located from information given in an old document. After part of the hospital wall had been chipped away, a coffer was brought to light, and within this coffer Professor Carreno and the group of scientists who accompanied him discovered a crystal urn sealed with pure gold. Visible within the urn were the long-sought bones, and a document signed by an Archbishop of earlier days attested the authenticity of the discovery. The Hospital of Jesus was a natural hiding-place for these relics, as it was upon the site of the hospital that the first meeting of Cortez and Montezuma took place. In the days of Cortez the site was a pagan shrine

THE INAUGURATION OF MEXICO'S NEW PRESIDENT : Miguel Alaman taking the oath of office in Mexico City. Standing next to the President is his predecessor, President Manuel Camacho. 2,500 leading Mexicans and many foreign notabilities attended the inauguration. The President faces a supremely difficult task, as Mexico is in the midst of inflation. He is not expected to expropriate land on the lines of Cardenas

UNESCO FACES A MIGHTY TASK : Dr. Julian Huxley (centre) presiding over a Press Conference in Paris after being elected Director-General of the organisation. Unesco (meaning United Nations Educational, Scientific and Cultural Organisation) has just met in Paris to approve the programme of work put forward by the preparatory commission. Among its tasks are the restoration of the educational system in the various devastated countries

THE RAG-PICKERS PROTEST : Why did the Paris Municipality ban their activities was what they wanted to know! Typical members of the audience at the meeting staged at the Rag-Pickers' Union headquarters following the injunction against their practice of searching through the dustbins. They claim that they produce valuable salvage for the nation. The Paris authorities say their activities are unhygienic and that they must stop or face fines

THE TRIAL OF GERMAINE LUBIN : A Paris opera star of earlier days faces an Orleans court. Madame Lubin was accused of having received German officers at her home during the time of the Occupation and also of betraying her gardener and his wife to the Gestapo



A CAUSE CÉLÈBRE—THE TRIAL OF FATHER TISO BEFORE THE NATIONAL COURT OF BRATISLAVA : The fifty-nine-year-old Catholic priest who was President of the Slovak Republic in Hitler's Europe seen with his defence counsel during an interval in the long hearing. A fortnight ago it was reported that Tiso's Roman Catholic friends had raised a defence fund totalling £5,000, while all the Roman Catholic clergy of Slovakia had rallied to his support. The 52-page indictment against Tiso and his colleagues included accusations of treason, the propagation of Nazism, the causing of death and imprisonment of Czechoslovak citizens, the participation in racial, religious and national persecution by the organisation of Hlinka Guards on Storm Troop lines, and the splitting up, with Hitler's help, of the Czechoslovak Republic. In court, Tiso appeared to be supremely confident in the first days of the trial

THE WORST FIRE IN AMERICAN HOTEL HISTORY : Ambulances and fire-fighting equipment still thronging Peachtree Street, Atlanta, on the morning after the disastrous blaze in which 116 people lost their lives. Throughout the day ambulances continued to remove the dead, and the city was plunged into mourning. According to the register, 194 rooms were occupied by 280 people, and few of those who escaped with their lives remained uninjured in the stampede to get out. Mr. Charles Styron, chief of the Atlanta Fire Service, afterwards declared : " If there was a fire-escape in that hotel my firemen could not find it. The only staircase available was that surrounding the lift well." A week before the disaster the hotel was pronounced safe

HOW SOME GUESTS FOUGHT THEIR WAY TO SAFETY : Sheets hanging from the windows of the Winecoff Hotel, Atlanta, on the morning after the disaster. Some of the cooler-headed occupants managed to hang on to the sheets until rescued, or else they used them to climb up or down to rooms less seriously involved in the fire. It was for the most part those who stampeded who lost their lives, but there were some in the central storeys who never had a chance of escape

WINTER RULES ON AMERICA'S EASTERN SEABOARD : Members of the crew of a fishing vessel set to work to remove layers of ice from the superstructure on arriving at the Fish Pier, Boston. The wintry blasts out on the fishing-grounds have turned the spray into a solid coating of ice on deck and riggings. This is a frequent occurrence in November and December, when temperatures fall to near zero, and the American fisherman has no enviable task

BRITISH TROOPS IN A CEREMONIAL PARADE IN TOKYO : The band of the Royal Welch Fusiliers drawn up with the 2nd Battalion's goat in the grounds of the Imperial Palace

A BRITISH ARMY BAND PLAYS IN THE STREETS OF ATHENS : The band of the Beds and Herts Regiment in University Avenue during the changing of the guard ceremony in front of the British Military Headquarters. The band has become very popular in Athens, and has lately given two public concerts, one in the Zappion Gardens, which was broadcast by the Athens Station, and another in Constitution Square. In addition, the men of the Beds and Herts give frequent concerts for British troops and their services are in constant demand

THE TOKYO MARCH-PAST OF THE BRITISH COMMONWEALTH FORCES : Lieut.-General Robertson (right) at the saluting base from which he saw members of the Imperial Occupation Force in their march-past. It has just been announced from Canberra that a brigade of British Commonwealth troops is being withdrawn. Altogether about 3,000 men are leaving Japan, and the remaining force will number about 6,000. No extra Australian troops are to be sent to take the place of those withdrawn

THE BOMBED FORTIFICATIONS OF THE CITY OF RHODES—THE CELEBRATED GATE OF ST. PAUL WHICH WAS PARTIALLY WRECKED DURING THE AIR WAR IN THE EASTERN MEDITERRANEAN: An artist's impression of the gateway as it is to-day and showing in outline its configuration before the bombing. It is one of many ancient monuments on this Ægean island which suffered from aerial attack during the war. Details of the damage at Rhodes have recently been made known in the report from Lord Macmillan's Committee on "Losses and Survivals of Works of Art in Greece, the Greek Islands and the Dodecanese." Rhodes, which is sometimes considered as part of the Dodecanese, was occupied by Italy during the Italo-Turkish War of 1912, and by the subsequent Treaty of Sevres Italy received Rhodes and the smaller Dodecanese islands. During the Second World War Rhodes was a highly important Italian base, and when Italy capitulated it was fully taken over by the Germans. Last week it was announced that under the terms of the Peace Treaty it would pass permanently into Greek possession —*Drawing by W. G. Whitaker*

IN THE EASTERN MEDITERRANEAN

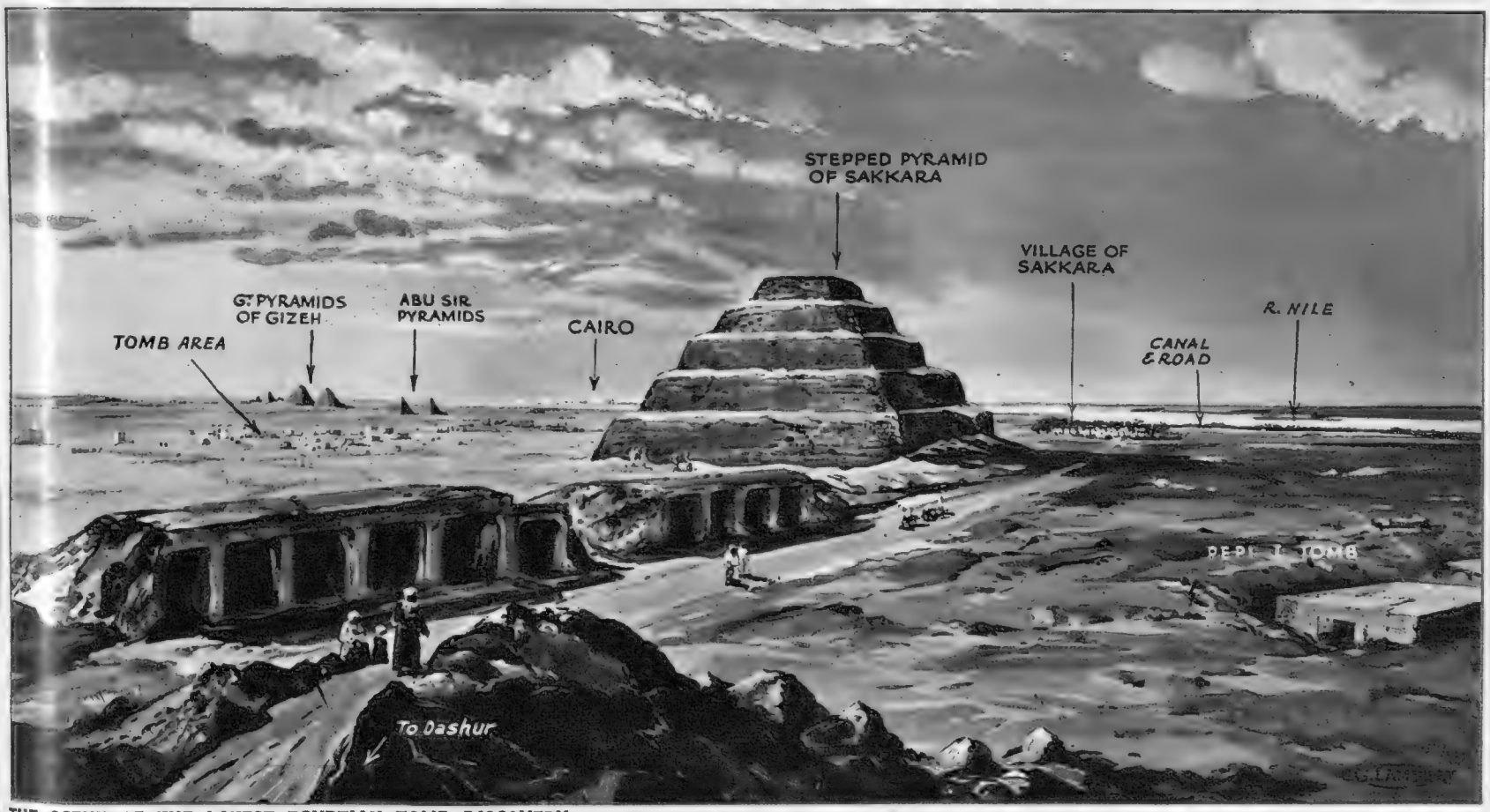
War Damage at Rhodes and Athens

The Greek Border Struggle; And the Recent Discoveries at Sakkara in Egypt

GERMAN VANDALISM AT THE ACROPOLIS OF TIRYNS—THE MYCENEAN CITADEL, CELEBRATED FOR ITS CYCLOPEAN ARCHITECTURE, WHICH WAS USED BY THE GERMANS AS AN ANTI-AIRCRAFT POSITION DURING THEIR OCCUPATION OF GREECE: An artist's impression of the citadel, showing the alterations made by the German artillery to make the place into a defensive position. One of the trenches they dug caused the threshold of the outer propylon of the citadel to collapse and break. Tiryns played no very great part in ancient Greek history, but its substantial archæological remains have always been regarded as of the highest interest—*Drawing by Percy Home***

On left—Tiryns, famed in fable as the spot where Hercules spent his early life and renowned in modern times for its Cyclopean walls of unhewn blocks of stone, was one of many sites in the Peloponnese which suffered at the hands of the Germans during their period of occupation. Details of the damage inflicted upon the site are given in Lord Macmillan's latest report on Losses and Survivals in the War. "The Germans used this Mycenean Citadel," declares the report, "as an A.-A. position and observation-post, and tunnelled two passages in the rock outside the fortification wall on the south-east side of the hill, which ended in three inter-communicating chambers about two-and-a-half metres square. The Germans also dug two long communication trenches within the walls, each ending in a machine-gun pit. These trenches, which were dug in an east-west direction—one in the waste area immediately north of the palace and the other south of the palace—caused the threshold of the outer propylon of the palace to collapse and break."

THE ALARMING POSITION IN MACEDONIA—THE CREATION OF FREE ZONES, WHERE GUERILLA TROOPS ARE IN FIRM CONTROL, TENDS TO SET AT NAUGHT THE INFLUENCE OF THE ATHENS CENTRAL GOVERNMENT: A diagrammatic drawing showing the area of Northern Greece from the Yugoslavian and Albanian borders to the Gulf of Salonika, where of recent weeks there has been fierce fighting between Greek Government troops and Greek guerillas. The strategy that would appear to underlie these sporadic attacks is that the guerillas have, by setting up a series of posts, in large measure cordoned off the area. Within the area they have been conducting their own courts, running their own newspapers and, indeed, attempting to usurp all the functions of administration from the recognised Greek authorities. The Greek Government has already indicted the Yugoslavian Government for aiding and abetting the guerillas, and it is significant that on the Yugoslavian side of the frontier there has lately been set up a new Macedonian Republic with its capital at Skoplje, a republic which could, of course, be extended in altered circumstances into the northern area of Greece. Meanwhile the Greek Government has been ordering its troops to treat the guerillas with some caution, as every effort is being made not to cause an open breach between Athens and Marshal Tito's Government in Belgrade—*Drawing by E. G. Lambert*

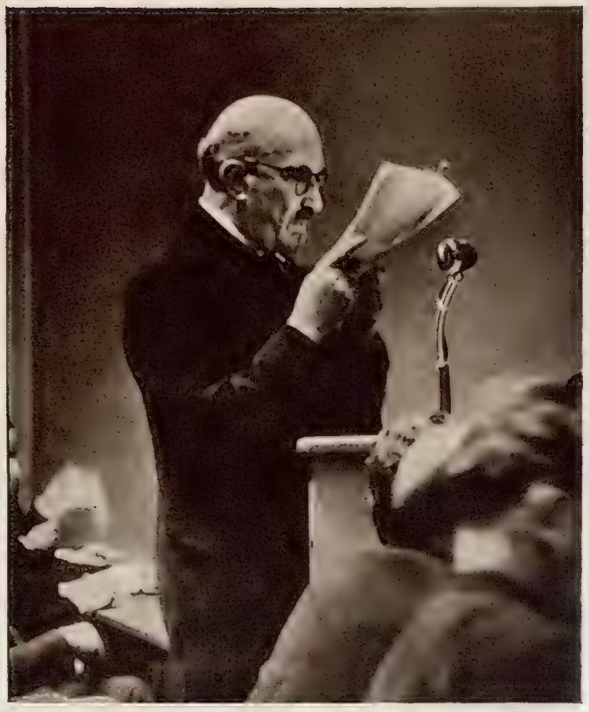


THE SCENE OF THE LATEST EGYPTIAN TOMB DISCOVERY—THE VAST NECROPOLIS OF SAKKARA, AND IN THE CENTRE THE CELEBRATED STEP PYRAMID OF ZOSER, PROBABLY THE EARLIEST STONE BUILDING OF IMPORTANCE IN EGYPT: Near this pyramid a large tomb has just been brought to light, and it is confidently believed that it is that of a Queen of the early First Dynasty. It is similar in type to an adjoining tomb excavated in 1938. As is so often the case, the contents of the burial chamber have been almost entirely destroyed by tomb robbers, who plundered the chamber probably within 100 years of the burial, and then fired it. The charred remains of a gigantic wooden coffin have been found, within which are the burnt fragments of the bones of the occupant. The coffin was surrounded by great pottery wine jars which survived the fire, but whose sunburnt mud sealings, on which excavators of tombs depend for information, have been so injured by heat as to render the inscriptions illegible. Nevertheless, though proof is not yet conclusive, the tomb is probably that of Queen Merneith, the wife of one of the Kings of the First Dynasty. The frequency with which tombs of the First Dynasty have been burnt is noteworthy, and it is probably the result of the superstition of the robbers, who believed that destruction by fire would hide from the gods the evidence of their sacrilege—*Drawing by E. G. Lambert*

THE JEWISH PROBLEM —From Different Angles

On right—Under the heading "A Visitor Britain Can Do Without" the *Daily Express* published last week an account of the Press Conference held at Belgrave Road by Professor Johan J. Smertenko, Vice-President of the American League for a Free Palestine. Besides admitting that he had never been to Palestine, Professor Smertenko made a series of challenging statements, including one in which he referred to undisciplined action by the Grenadier Guards in Palestine. When asked by a reporter what authority he had for making such a statement, Professor Smertenko declared that he had heard it from Palestinians

PROFESSOR JOHAN J. SMERTENKO HOLDS FORTH: The Vice-President of the American League for a Free Palestine addressing the Press at his flat in Belgrave Road. The Professor admitted in the course of cross-questioning that he had never been to Palestine



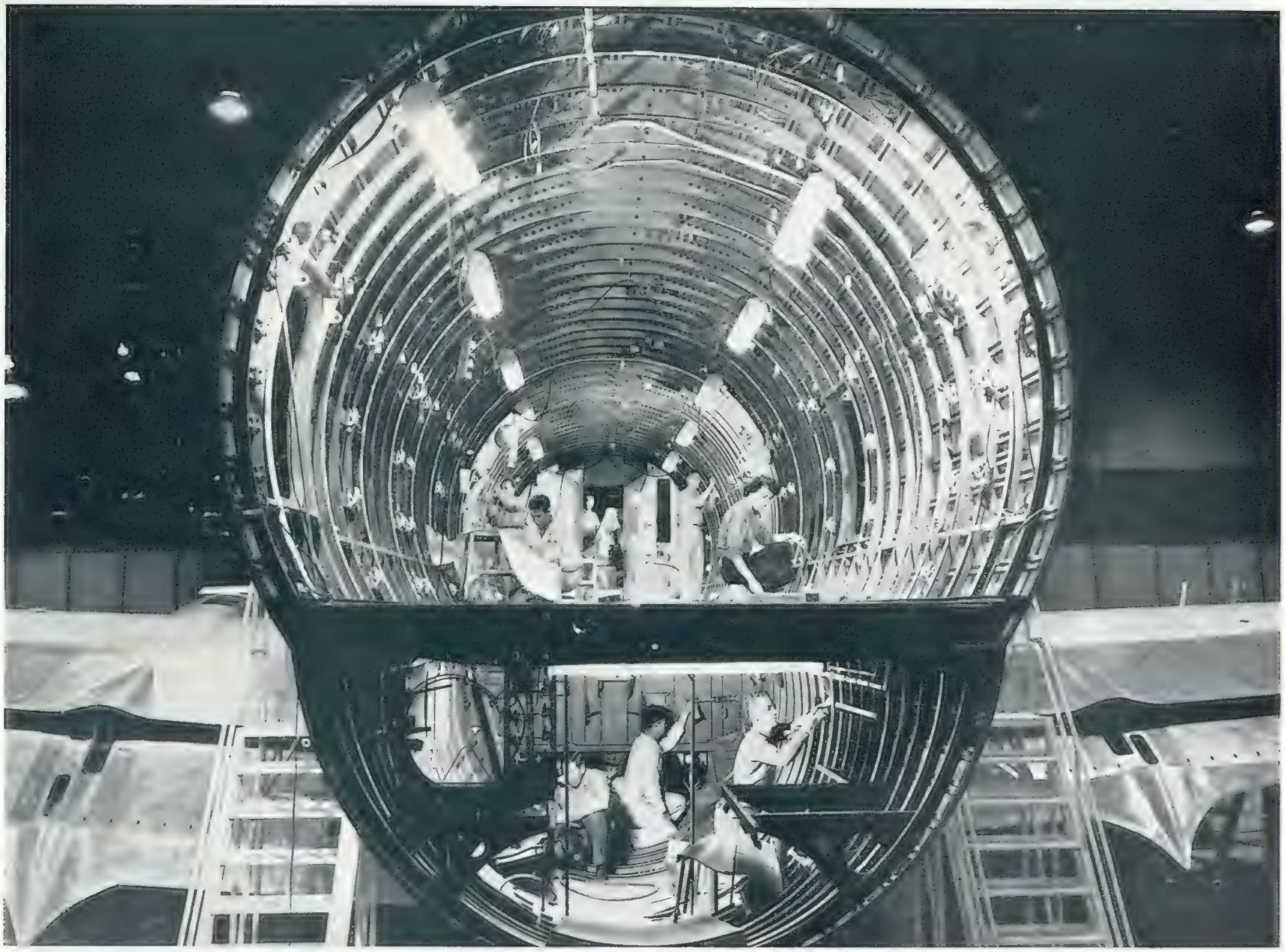
THE LEADER OF JEWRY SPEAKS: Dr. Chaim Weizmann, President of the World Zionist Congress, reading his speech at the opening of the Twenty-second Congress in the great hall of the Sample Fair at Basle. In his speech Dr. Weizmann deplored the actions of the extremists in the Holy Land, and he then plunged into the thorny controversies of the White Paper of 1939, which still continue to agitate the whole Congress

TERRORISTS PAY THE PENALTY: Would-be wreckers are blown up in the streets of Jerusalem. A truck, reduced to a heap of twisted metalwork, and damaged buildings in the Street of the Prophets after the vehicle had been destroyed by its own load of bombs. In it were three Jewish youths who intended to use the bombs against the British troops, and who were killed instantly. The incident immediately preceded the Twenty-second Zionist Congress at Basle, at which, as noted above, Dr. Weizmann called for the cessation of terrorism in Palestine

WHAT HAPPENED WHEN THE "JEWISH ASSEMBLY" ARRIVED AT HAIFA: British troops transhipping passengers from the immigrant ship to another ship bound for Cyprus. There were 3,500 passengers on board the "Jewish Assembly" and they resisted the British troops with incredible ferocity. A sixteen-year-old boy was fatally injured in the fighting, two other refugees were seriously hurt, while six British soldiers were badly injured and fifteen others slightly injured. In addition to active physical resistance the passengers sought to secure their entry into Palestine by briefing a Jerusalem lawyer to make a habeas corpus application in the courts. When this application failed the passengers set sail for Cyprus, and they are now installed in the various holding camps

THE CYPRUS TRAFFIC IS NOT ONLY ONE WAY: Holding their flag and singing the Jewish National Hymn, Palestine immigrants arrive at Haifa from Cyprus in the "Empire Rival." These young men and women were among the first illegal immigrants to be taken to Cyprus after interception by the British naval patrol off the coast of Palestine. Now they are being admitted to the Holy Land under the November-December quota, and they are free to start life in the settlements. While in Cyprus their behaviour in the camps was far from co-operative, and within the barbed wire there have been frequent demonstrations against British authority. The present state of some camps, due to Jewish neglect, is said to be disgraceful

THEY ARE NOW LEGAL IMMIGRANTS: A Greek family seen on arrival at Haifa after disembarking from the "Empire Rival," which brought them from Cyprus

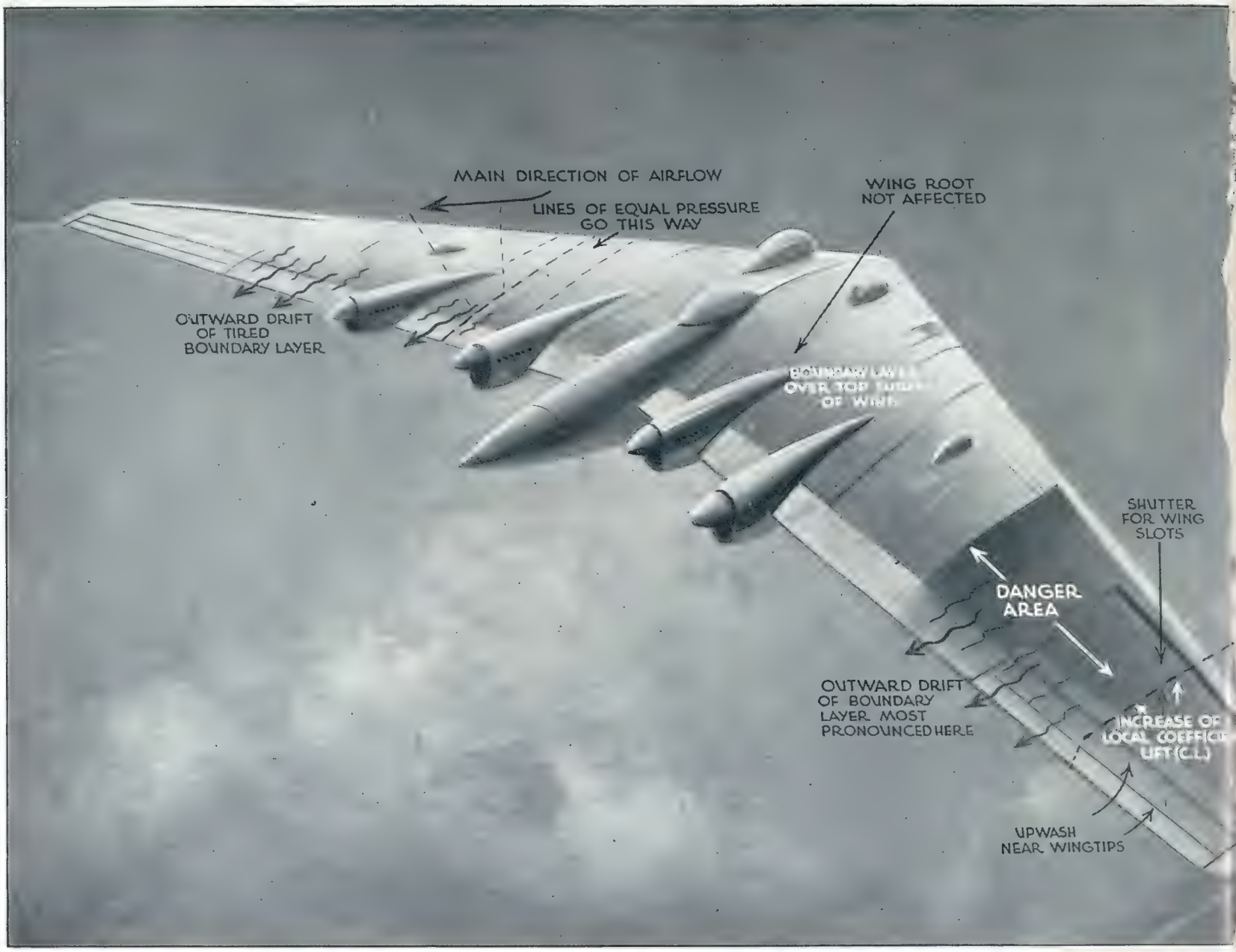


A BOEING STRATOCRUISER TAKES SHAPE : A sectional view of the fuselage of one of the giant new air-liners now under construction at Seattle, Washington State. The Stratocruiser and its cargo-carrying military version, the Stratofreighter, are built on the "double-bubble" principle, having a figure-of-eight fuselage. The upper deck will carry eighty passengers in luxurious comfort, and it is connected to the lower deck lounge by a spiral staircase

THE DOUBLE-BUBBLE "STRATOCRUISER" and "STRATOFREIGHTER"

On both sides of the Atlantic aircraft design is undergoing swift and radical changes, partly by reason of the fact that air speeds are approaching the sonic barrier and partly because air-liners are seeking to go ever higher in their search for smoother flying conditions. A notable feature of current constructional technique with regard to the larger flying-boats and wheeled aircraft is the "double-bubble" fuselage design, and, as the pictures on this page show, the Boeing Stratocruiser and Stratofreighter, civilian and military types now building at Seattle, Washington State, typify this system. Reference to the "double-bubble" plan was made only a few days ago at a meeting and debate staged by the Royal Aeronautical Society, and on the next pages diagrammatic drawings illustrate the two major systems. It is pointed out that the circular fuselage is ideal for pressurisation purposes, but the "figure of eight" uses the space to better advantage and allows of the construction of two decks. The Stratocruiser will be employed by B.O.A.C., the Corporation having ordered some of these giant aircraft

Below—**JOINING THE FUSELAGE SECTIONS OF A STRATOFREIGHTER : Men at work on the U.S. Army's version of the Stratocruiser. Both machines are built on the "double-bubble" plan with two decks. Boeing use a multi-line assembly, with pre-completion of major sections before they reach the main line**



THE PROBLEMS OF TAILLESS AIRCRAFT DESIGN—SWEPT-BACK WINGS, ESSENTIAL TO THE ACHIEVEMENT OF SUPERSONIC SPEEDS, CREATE TIP-STALL: A diagrammatic drawing showing how, at low speeds, the upwash of air results in an increase of local lift coefficient. The result is an earlier stall than would occur normally—*Drawing by Roland Davies*

THE SHAPE OF PLANES TO COME

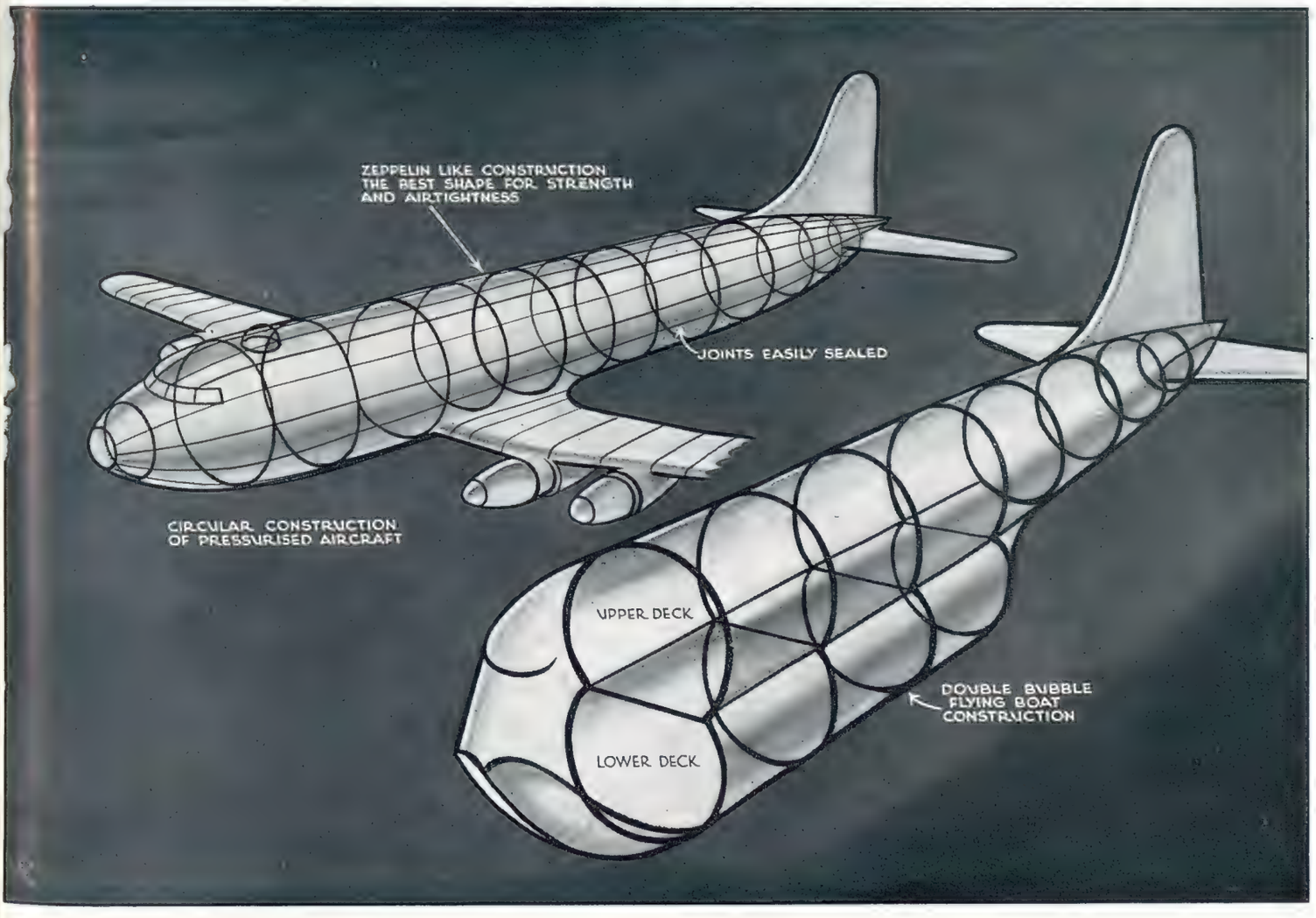
The Royal Aeronautical Society Discusses the Problems of Design; and Other News of Scientific Interest

In these days when designers of aircraft are concentrating to a great degree on the problems of surmounting the sonic barrier, aerodynamic design has made a series of swift departures from normal practice. It is now generally agreed that the swept-back wing and the tailless aircraft are vital innovations, but at the same time they have both introduced new problems of their own. Many of these problems were thrashed out at a recent meeting of the Royal Aeronautical Society at which a series of four papers was read, one on power installations, one on air-frames, one on flying-boat construction and one on tailless design. Afterwards there was a general discussion, in the course of which many new and important facts emerged. Mr. G. H. Lee, in his paper on "Tailless Aircraft Design," showed how in a plane with more than 25 degrees of sweep-back premature tip-stall was likely to occur, and this point is illustrated in Mr. Roland Davies's drawing. Mr. Lee discussed the remedies for tip-stall, such as the Brennecke Contraflap, which renders innocuous the dangerous outward drift of the boundary layer air, but indicated that no satisfactory solution has yet been found

THIS CAR HAS SPROUTED A WING—HOW TYRE-TESTING HAS BEEN BROUGHT TO A FINE ART: A car, equipped with an aeroplane wing-section on one side, seen in action on the United States Rubber Company's circular track at the Tyre Proving Grounds at Lancaster, California. By using this wing attachment, centrifugal force on the curves is counterbalanced, the side-scrubbing of tyres is eliminated, and test conditions are more like those encountered on straight main-road driving at high speeds. The United States Rubber Company uses a five-mile circular track for its test work, and it is found that throughout the wing keeps the car in perfect balance on all four wheels, the wear on the near and off tyres being similar. Test cars travel at about 90 m.p.h. and sometimes cover 1,000 miles in a day. The drivers wear crash-helmets and anti-glare goggles

On right—**THE PROS AND CONS OF DOUBLE-BUBBLE CONSTRUCTION: A diagrammatic drawing showing the two principal fuselage designs now in use and which were recently the subject of lively discussion at a meeting staged by the Royal Aeronautical Society.** Structurally the best cross-sectional shape for a pressure cabin is undoubtedly the circle, but in larger machines the circle is uneconomical for passenger accommodation, and, as a result, the figure-of-eight section, or double bubble, is finding favour as the best compromise. Mr. H. Knowler, one of the experts who took part in the debate, emphasised that the "double-bubble" hull is particularly suitable for larger flying-boats with heavy wing-tip floats, and he said that pressurisation stressing is not difficult, as in any case the planing bottom has to have a strength characteristic of 40 lbs. per square inch as compared with the 8 lbs. per square inch required for pressurisation. The Stratofreighter, the cargo-carrying version of the Stratocruiser, a number of which are on order by B.O.A.C., retains the figure-of-eight fuselage—*Drawing by W. C. Ives*

A SPEED STORY FROM AMERICA—THE AMERICAN ARMY AIR FORCE INTRODUCES THE ROCKET PLANE AND BIG CLAIMS ARE MADE FOR ITS PERFORMANCE: This machine, known as the Bell XS-1, has been introduced for supersonic tests. The American caption accompanying the picture states that the machine is "designed to fly at a top speed of 1,700 m.p.h. at an altitude of 80,000 ft." If the XS-1 achieved such a speed, the current British efforts to surmount the sonic barrier would pale into insignificance. It is to be noted that the machine is in many ways conventional in design, having no trace of the swept-back wings regarded as essential in this country for all attempts at supersonic flight. The first test flight of the machine is to take place in California, and pilot Chalmers ("Slick") Goodwin, we are told, will be at the controls. It is pointed out that the plane has a range of only 100 miles, so if it reaches its maximum speed it will be in the air less than four minutes

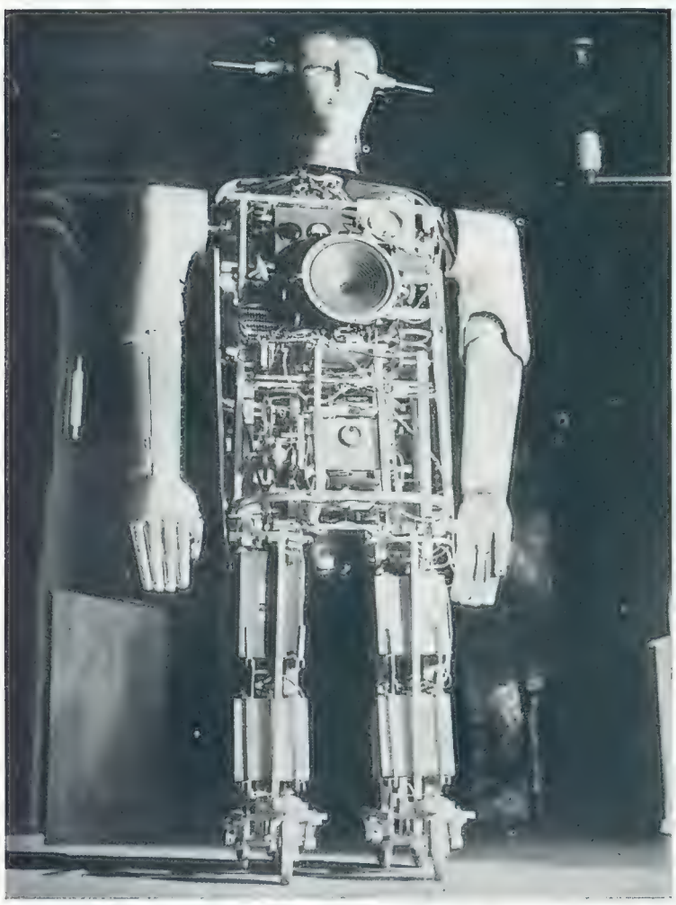


THE ROBOT MATHEMATICIAN

A New Machine that Calculates Far More Quickly than the Human Brain

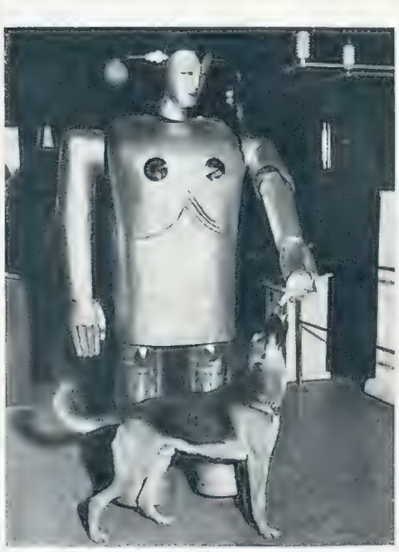
Lord Mountbatten's recent reference to ENIAC—the American invention known properly as the Electronic Numerical Integrator And Computor—was the beginning of startling stories in certain sections of the Press which called it the Electronic Brain. This description was contradicted by scientists, including Sir Charles G. Darwin, Director of the National Physical Laboratory, who wrote to *The Times* to say: "In popular language the word 'brain' is associated with the higher realms of the intellect, but in fact a very great part of the brain is an unconscious automatic machine producing precise and sometimes very complicated reactions to stimuli. This is the only part of the brain we may aspire to imitate." Later, he emphasised that Lord Mountbatten "put the matter correctly in every respect, and that it was only a loose interpretation of the words that led to the present confusion." Now a British version of ENIAC is to be made by a team of scientists led by Sir Charles Darwin; Dr. A. M. Turing (who conceived the idea of the new machine); Professor D. Hartree, who worked in the United States on ENIAC; and Dr. J. R. Womersley, Superintendent of the Mathematical Division of the National Physical Laboratory. The new Automatic Computing Engine (ACE) is expected to cost between £100,000 and £125,000, and will have certain advantages over the American machine. Its memory storage capacity will be greater (75,000 decimal digits instead of 200) and it will be able to cope with more complicated instructions. These are conveyed to ENIAC by an elaborate system of electric switches and connections. In ACE, a system of punched cards will be employed and, as in the drawing *on the right*, these can be fed into the machine and left for it to work through them in rotation. By this method it is hoped that a saving of as much as two hours will be effected. The machine will be able to tackle mathematical calculations that, because of the time involved, would be a practical impossibility if engaged in the ordinary way. It will probably take two or three years to build and will, no doubt, be considerably modified in the course of its construction, since research will be proceeding all the time. An indication of the complexity of the machine can be gained from the fact that, in the American ENIAC, there are 5,000 switches and it employs 18,000 valves

AN ARTIST'S IMPRESSION OF THE ELECTRONIC CALCULATING ENGINE THAT HAS BEEN INAC simultaneous equations with as many as a hundred unkn



THE FIRST ALL-RADIO ROBOT: With wireless aerials growing out of its ears and electric batteries in its legs, this radio robot was built by a young Swiss inventor eight years ago

Eight years ago, August Huber, a young Swiss engineer from the village of Niederteufen, in the Canton of Appenzell, constructed the first all-radio-controlled robot. It is fitted with an ultra-short-wave wireless set, receiving impulses through an aerial projecting through the ears. Batteries concealed in the legs supply the power for the twenty motors which enable it to walk, talk, sing or yodel. It is 7 ft. in height and weighs 400 lbs. Its interior is a mass of complicated mechanism that can receive and obey instructions given from several miles away. This remarkable machine took ten years to build and qualified for the title "a Wonder of Modern Science" in its day, although subsequent developments have outstripped it. The Frankenstein aspect of Huber's model is emphasised when it is made to perform simple human actions such as feeding a dog or smoking a cigarette, as can be seen in the photographs, and it is even more remarkable when the robot talks or sings for, by an elaborate mechanism, the lips are made to synchronise with the speech. The picture above shows the skeleton of the model with a normal wireless loud-speaker in the chest for reproducing sounds. The rest is a mass of electric motors and dials that control the limbs, which are hinged at the same joints as those of the human body and can perform many single actions

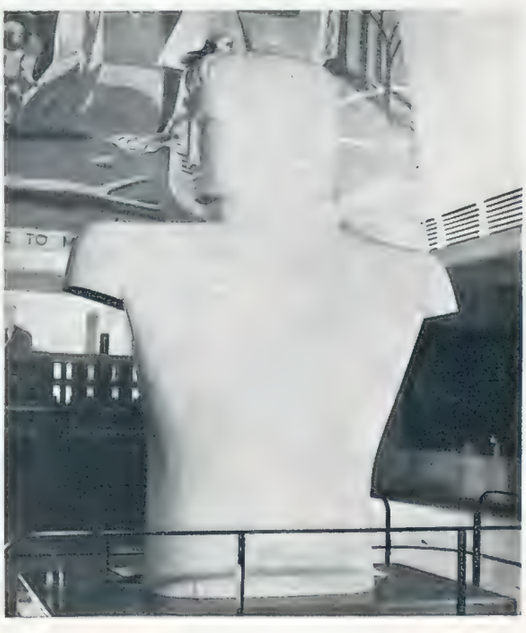


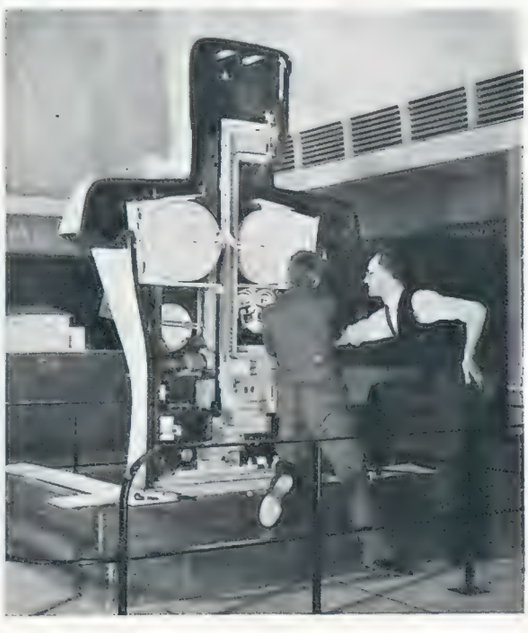
A ROBOT'S BEST FRIEND IS ITS DOG: By means of an ultra-short-wave wireless receiver, the instructions could have been given several miles away

"TEN MINUTES TO SPARE . . .": The Radio-Robot soothes its nerves with a cigarette. The microphone ears can be clearly seen in this close-up picture

URATELY REFERRED TO AS THE ELECTRONIC BRAIN: The machine will be able to multiply two ten-figure numbers in two-thousandths of a second and calculate wns. A British model to be known as the Automatic Computing Engine is to be made at a cost of £125,000—*Drawing by W. G. Whitaker*

On right—**A MECHANICAL MAN WITH A GREEK PROFILE: A model that shows the workings of the human body.** The interesting model illustrated *on the right* is in a different category to the other two, since its object is not to imitate man but to demonstrate the functions of the human body. It was made, before the war, by Mr. Richard Huws, and was exhibited at the Empire Exhibition in Glasgow. The pumps in the heart can be seen, driving blood (represented in bright, opaque colour against a black background) round the complicated system of veins. Respiration is demonstrated by a series of black arrows or vanes pointing in the direction of inhalation or exhalation. The lungs are indicated by rotating discs which rise and fall as they expand and contract. The digestive system is shown by balls of various colours, representing food, appearing to enter the mouth, traversing the windpipe and, ultimately, finding their way to the intestines. The difficult problem of demonstrating the workings of the brain is ingeniously overcome by a series of photographs, depicting vision, sound, thought, will, etc. Unlike most robots, Mr. Huws' model does not present a frightening aspect, but might well be exhibited as an example of classical sculpture that is, in some ways, reminiscent of the work of the late Eric Gill. The photograph shows Mr. Huws with one of his assistants in the United Kingdom Pavilion of the pre-war Empire Exhibition at Glasgow





EGG-LAYING SNAILS MENACE THREE PACIFIC ISLES

The plague of giant egg-laying snails reported at Hansa Bay, New Guinea, by Mr. E. Wauchope, a plantation owner, when he arrived recently in Sydney, Australia, appears to have affected New Guinea, New Britain and New Ireland, and the snails are going through native gardens and destroying vegetation at an alarming rate.

Mr. Wauchope pointed out that the snails had been brought to the Pacific Islands by the Japanese, who rate them highly as a table delicacy, and at the time of their importation the Japanese did not realise that these snails had no natural enemy in their new habitat and thus would multiply unchecked. The position is now being investigated, and inquiries suggest that a firefly common in Zanzibar attacks snails of this type. It is possible that it will be imported to deal with the situation.

The *Achatina Panthera Var Lencostyla*, to give it its full name, is a native of East Africa, having been discovered about the year 1847 on Wasin Island, to the north of Zanzibar, by Sir Charles Elliot. It is known also in Madagascar

THE SNAIL WHICH HAS BECOME A PLAGUE IN THE EASTERN SEAS — THE "ACHATINA PANTHERA VAR LENCOSTYLA," A NATIVE OF EAST AFRICA, WHICH THE JAPANESE INTRODUCED TO NEW GUINEA, NEW BRITAIN AND NEW IRELAND AND WHICH IS NOW MULTIPLYING AT AN ALARMING RATE: The snail, which is compared in this picture with a halfpenny postage stamp, measures about four to five inches in length and is said to be destroying native gardens, eating wild paw paw, sweet potatoes, yams and indeed everything which lies in its path. It lays eggs bearing a curious resemblance to birds' eggs

THE EGGS OF THE "ACHATINA": Four of the oval snail-eggs compared with a postage stamp. They are yellow in colour and have a thin calcareous shell. If cracked open, the larval snail shell can be seen inside. They are regarded by the Japanese as a choice delicacy, and their introduction to the Pacific from East Africa was made without thought for the consequences. They have probably increased in such enormous numbers and wrought such destruction because their natural enemies do not exist in that part of the Pacific to provide a check. These snails are omnivorous, eating meat, paper, and even dead snails

AN ELEGANT VISITOR FROM THE FORESTS OF NORTHERN EUROPE: Two specimens of the Waxwing, a beautifully-coloured bird which has been seen lately in large numbers in the Fort William district of Inverness-shire. Of recent years it has been a very irregular visitor, but a resident in Fort William has reported seeing scores of the birds in one garden

THE WAXWING: A RARE BIRD VISITOR TO BRITAIN

THE BRILLIANT PLUMAGE OF THE WAXWING: A close-up of this magnificent bird which has lately appeared in large numbers in Inverness-shire. One of the chief distinguishing marks is the yellow band at the tail, while it differs from all other birds by the curious expansion of some of its wing feathers at the tip into an appearance of drops of sealing-wax. In olden days the Waxwing was looked upon in Scotland as a harbinger of war, plague or death. Local naturalists in Inverness-shire declare that it is most unusual for so many of the birds to appear in this part of Scotland in November, and in one garden alone scores of these brightly-plumaged birds have been seen perching on wild roses, apparently feeding on the hips. The Waxwing is sometimes known as the Silktail or Bohemian Chatterer. It lays five or six lilac-grey eggs

On right—IN ROME THEY ARE GAMBLING ON GUINEA-PIGS: The police have imposed a ban on the game boards and roulette-wheels which used to be seen in operation in many Italian cities, but one clever operator has responded by replacing the roulette-wheel with a living guinea-pig. The rodent is released in the centre of sixteen hutches. The spectators stake their money on the hutch into which they hope the guinea-pig will go, and they then wait for him to decide their fate. The sport is already becoming popular in Rome, and the 1,000-lire note, a divided stake between the two hutches in the foreground, is regarded as a modest bet by some of the black-market men who expend their money in this way. Needless to say, there are countless opportunities for foul play, but the crowd sees to it that the bookmaker exercises no influence on the guinea-pig's course

SCAPA FLOW TO-DAY

Are the Causeways to be Maintained? A Vital Question to the Islanders

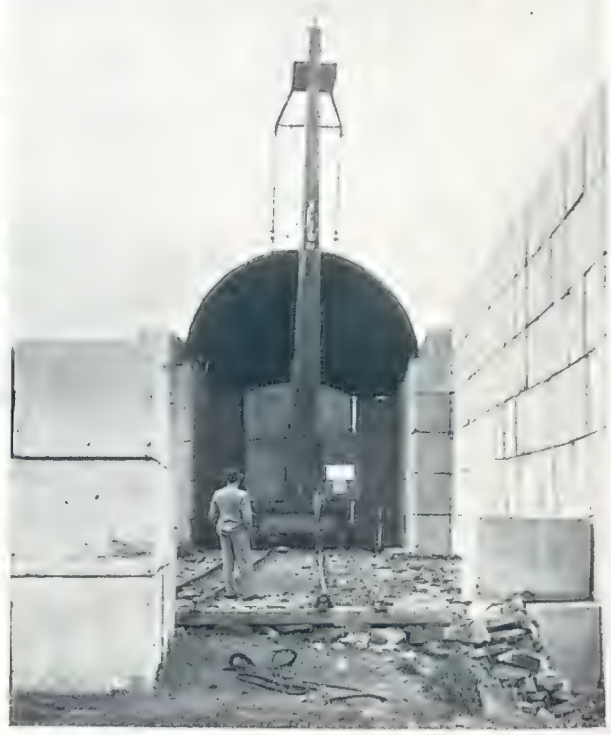
The elaborately constructed causeway system at Scapa Flow which was built after the *Royal Oak* was sunk, early in the war, is rapidly deteriorating, and it may be abandoned because of the high cost of maintenance. The causeways were built by Italian prisoners of war and, besides their strategic purpose of sealing the entrances, they have proved a great boon to the islanders, who used them as roads to the main island of Orkney. At the beginning of the war, blockships were sunk at all the entrances, but, after the sinking of the *Royal Oak*, fortification was begun on a large scale and several regiments of heavy A.-A. were established there, which were supplied across the roads of the causeways. Now these causeways are subsiding, and it may be found impracticable or uneconomical to keep them in good repair. The islanders have been warned that they use them at their own risk, and many who have bought cars since the roads were made may now find them useless

BLOCKSHIPS AND THE CAUSEWAY THAT REPLACED THEM : One of the roads which link the islands of Scapa Flow and which may have to be abandoned owing to the cost and difficulty of maintenance. Much of the construction work on these causeways was executed by Italian prisoners of war, who were taken up there during the early days of the war

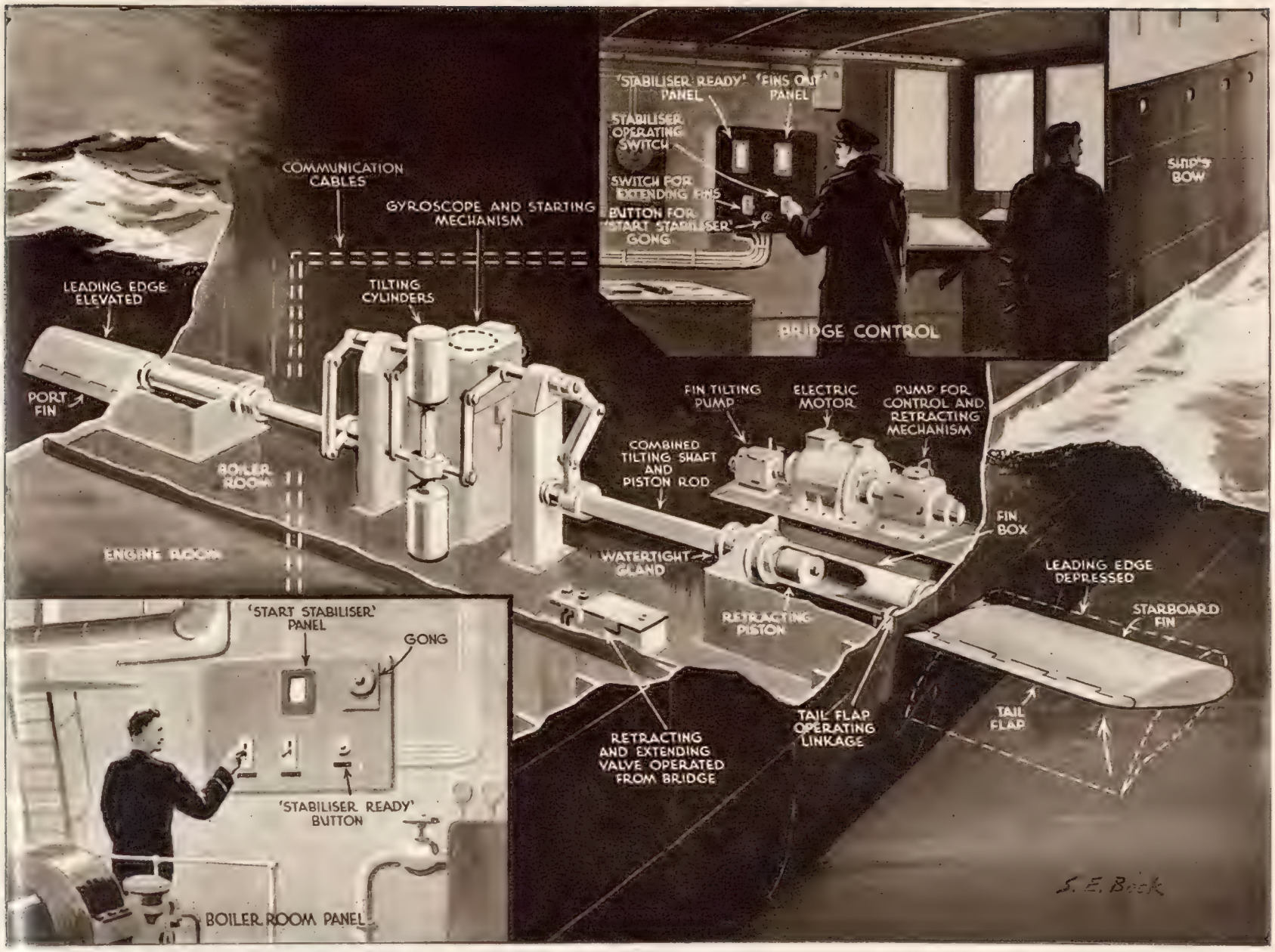
A BOON TO THE ISLANDERS : The needs of war brought advantages to the people of the southern islands. The causeways meant quicker mails and road communication with the other islands. In rough weather the smaller islands of Holm, Burray and South Ronaldshay could still maintain contact with the main island of Orkney. For the first time, cars were of value and many islanders bought them. Now they may have to be sold

CONCRETE BLOCKS AT THE BEGINNING OF A CAUSEWAY : The blockships were placed there before the war, but were soon proved inadequate when the "Royal Oak" was sunk, and an elaborate system of causeways and heavy A.-A. defence was initiated

A WORKMAN EMPLOYED BY THE ROYAL NAVY EXAMINES THE BLOCKS OF ONE OF THE CAUSEWAYS : He is under contract to report on their condition and to maintain them as best he can. The great concrete blocks, each weighing several tons, are liable to subside if they are not constantly kept in good repair. The workman in the photograph above spends his whole time on this job and in carrying out weekly inspections on behalf of the Royal Navy



A GIANT CRANE THAT IS EMPLOYED TO LIFT THE CONCRETE BLOCKS INTO POSITION : The building of the causeways was a major engineering task. The concrete blocks could only be moved with the aid of this giant crane



THE STABILISER AT WORK : A diagrammatic sketch showing how in rough weather the captain of the Southern Railway's cross-Channel steamer "Falaise" will be able to switch on the stabiliser equipment and reduce almost immediately the roll of his ship. The port and starboard fins, which are retractable, project amidships and well below the water-line and are tilted up and down at high speed by electro-hydraulic power, the effect being similar to that exerted by ailerons on an aeroplane. *On right*— **An artist's impression of the stabiliser at work, showing how the depression of the leading edge of one fin will counteract roll on the opposite side of the ship**—*Drawings by S. E. Beck*

THE SHIP WITH ALMOST NO ROLL

A New Stabiliser is Fitted to the S.S. "Falaise"

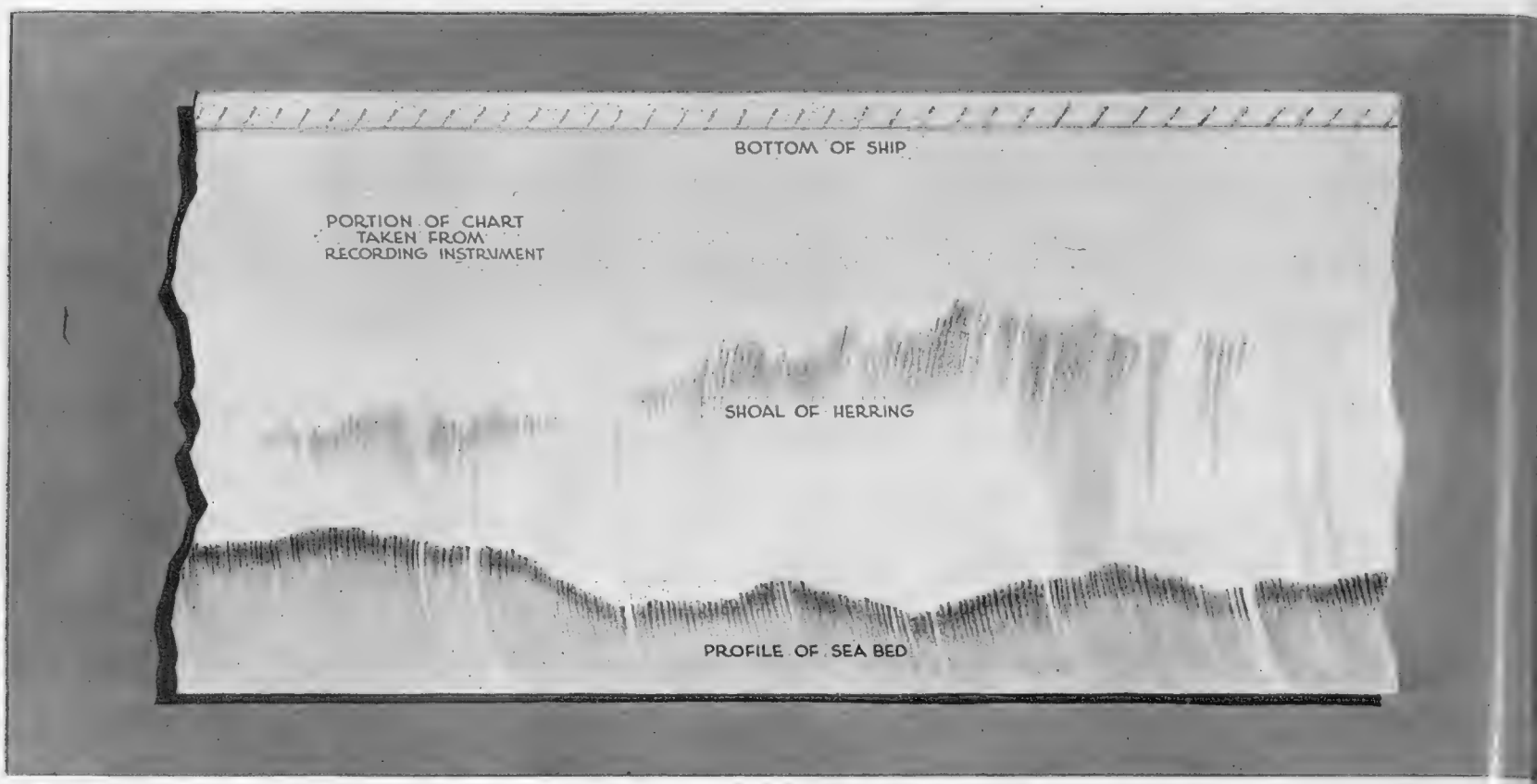
The idea of counteracting roll in ships is far from new, but successive experiments in this direction of recent years have not been wholly satisfactory, largely on account of expense. Quite the nearest approach to a non-rolling liner in the years before the war was the Italian *Conte di Savoia*, which, with gyro-stabilisers fitted near the bows on the port and starboard sides, was able to provide passengers with a fair degree of comfort in the roughest weather. The necessary equipment, however, was expensive and took up much valuable space. On several other ships anti-rolling tanks were fitted, water being pumped rapidly from one side of the ship to the other whenever she ran into heavy weather. For the same reasons this was only a partial success.

The latest invention—and undoubtedly the best so far achieved—is being applied to the Southern Railway steamer *Falaise*, now being completed by William Denny and Bros. at Dumbarton for the Channel Islands service. The *Falaise* is fitted with the Denny-Brown stabiliser, an entirely new system, whose details have only recently been made public, though it was employed by the Admiralty in a number of vessels during the war in order to aid accurate gunnery at sea.

The Denny-Brown stabiliser makes no pretence of eliminating the ship's roll completely, but it may be reduced from, say, 25 degs. to as little as 5 degs. Retractable fins, or "hydrofoils," project from the sides of the ship amidships, well below the water-line. These are attached to shafts so that the leading edge can be tilted up or down rapidly by electro-hydraulic power.

The power is applied automatically by means of a small gyroscope immediately the ship begins a roll, and elevates one fin whilst depressing the other. The effect of this on the vessel is similar to that of ailerons on an aeroplane. When not in use the fins are retracted into boxes in the hull of the ship.

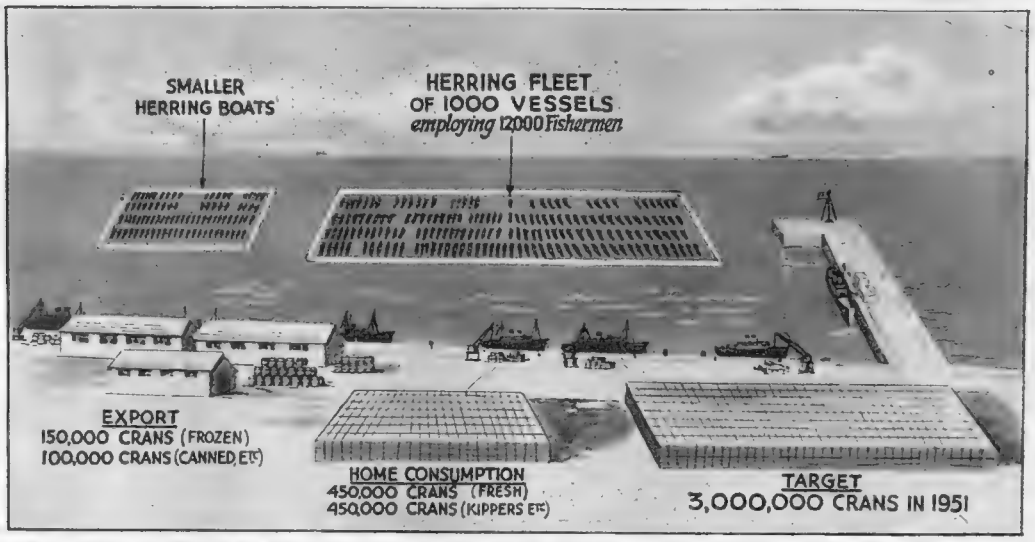
The stabiliser is controlled from the bridge. When the system is required to operate, the captain presses a button which sounds a gong near the stabilising gear and lights up a panel marked "Start Stabiliser." The engineer then starts the gyroscope and motor driving the pumps.



THE ECHO-SOUNDER RECORDS THE PRESENCE OF THE SHOALS: This sketch shows what the skipper of a trawling vessel sees on the continuous graph in his wheel-house when he is using the Admiralty Echo-Sounder. The instrument shows in visual form the contour of the sea-bed, and the oscillator has also noted the interruptions of the echo, thus indicating that there are fish in the vicinity. The echo-sounder is now being used extensively by our herring fleets

ECHO-SOUNDING FOR HERRINGS

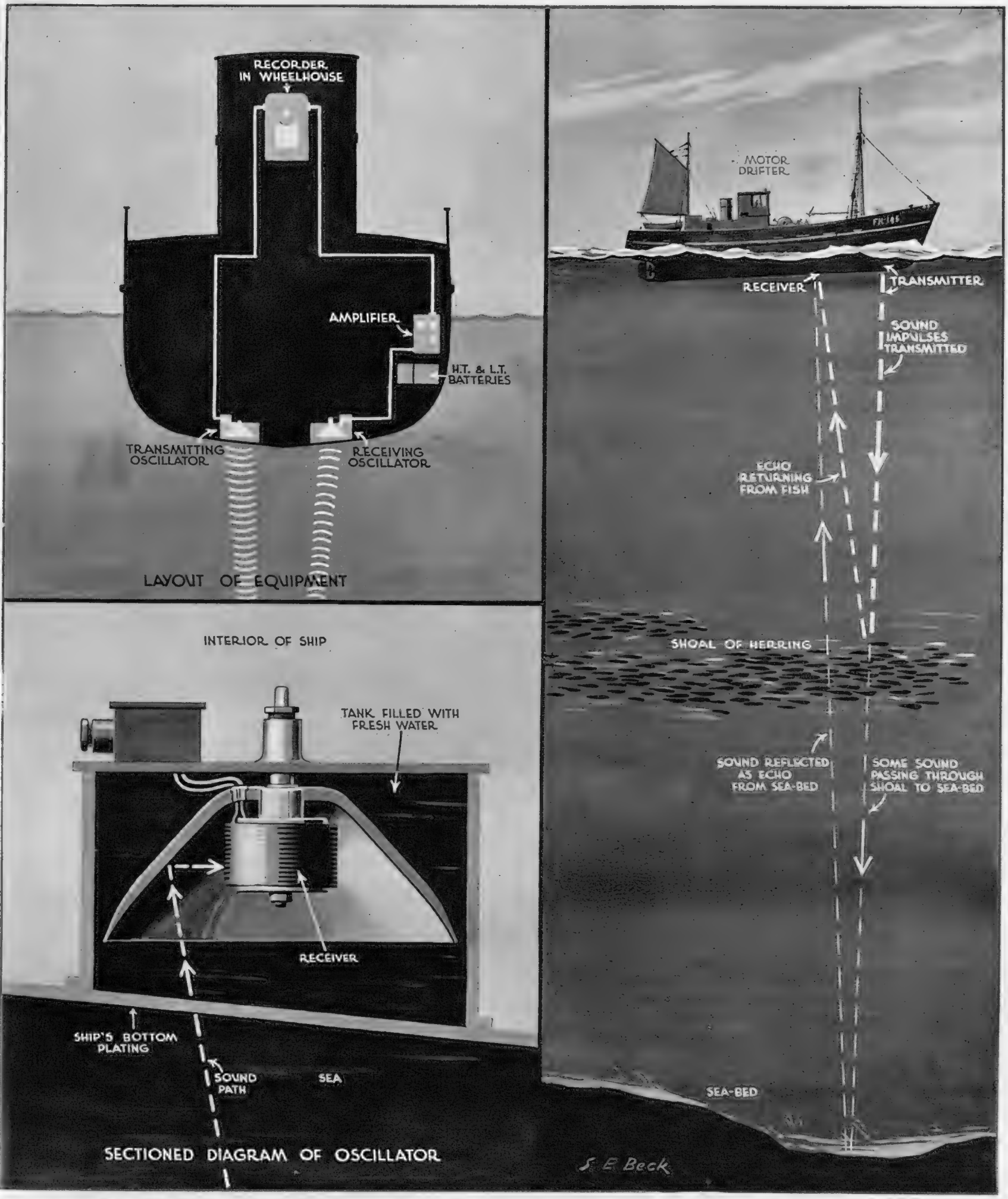
How an Admiralty Instrument is Being Used by Our Fishing Fleets: The Plans of the Herring Board



THE GOVERNMENT'S PLAN FOR THE HERRING INDUSTRY: A diagrammatic sketch showing the long-term fishing programme envisaged by the Herring Industry Board in its latest report. The main herring fleet, with 1,000 modern vessels, will employ 12,000 fishermen, and by 1951 it is hoped that the annual production will have reached 3,000,000 crans, a figure that would not be detrimental to the shoals. It is hoped that the home consumption of herring will be doubled, bringing it up to 450,000 crans of fresh herrings and 450,000 crans of kippered and salted herrings, while the search for new markets and better kippering may bring a total export trade of 250,000 crans. The object of the Board's proposals is to obtain maximum production without restrictive practices or dumping, and also maximum sale and stability of prices. To achieve this the prime need of the industry is an outlet capable of absorbing widely varying quantities of herrings from day to day. Quick freezing, which is now a well-understood system, will make possible distribution to home and overseas markets at present inaccessible, and it opens up the possibility of keeping substantial stocks for release in months of scarcity

THE FISHERMAN'S FRIEND: This is the recording panel of the Admiralty Echo-Sounder now being largely used by our fishing-fleets for the detection of the shoals and the location of the banks which are known to be a frequent resort of the shoals. The diagrammatic drawing on the right shows in detail how the echo-sounder operates

On left—**SOUTHWARD-BOUND FOR THE AMAZON—ON THE FIRST LEG OF A GREAT ADVENTURE: The CY 615, a 46-ft. ex-fishing-boat now known as the "Victory," entering Lowestoft Harbour after completing the journey from Bridlington. The "Victory" is on its way to the Amazon in search of gold, diamonds and silver, and the party consists of ex-Servicemen headed by David Aldred, a Yarmouth man whose present home is at Alperton, Middlesex.** When they reach the Amazon they say they hope to solve the mystery of the disappearance of Colonel Fawcett. Colonel Fawcett, it may be remembered, led his second expedition to Brazil in 1924 and, after 1925, he was never seen again, although several expeditions went in search of him. It has been presumed generally that Fawcett is dead



THE ECHO-SOUNDER IN OPERATION—A HERRING TRAWLER DETECTS THE SHOALS IN THE NORTH SEA FISHING-GROUNDS: A diagrammatic sketch showing (top left) the receiving and transmitting oscillators in the hull of the ship, a close-up of the receiver (bottom left), and the path of the echoes (right) as they travel between the ship and the sea-bed. These echoes are in part interrupted as they pass through the shoal, with the result that the skipper in his cabin knows at once when he has reached suitable fishing-ground—*Drawing by S. E. Beck*

Successful deep-sea fishing is a highly-skilled as well as an extremely arduous business. In spite of a lifetime's experience and that extraordinary sixth sense which seems to enable trawler skippers to "smell out" shoals of fish, there is quite a large percentage of luck in the game.

Although governed by certain definite natural laws, the movement of fish off our coasts cannot always be predicted to within a few miles. Nor can the area covered by a large shoal be ascertained except by the laborious and uneconomic process of tacking to and fro in its approximate position. The echo-sounder has been employed for some time past as an aid to navigation, and in the Huges Recorder Echo-Sounder it has now been specially developed to assist the fisherman in the exact location of banks where fish are known to be plentiful, and also to indicate the presence of shoals of fish, such as herring swimming at various depths.

Two oscillators are fitted inside the bottom of the ship, against the plating, one transmitting a series of sound impulses, and the other receiving their returning echo from the sea-bed or other solid objects. The time interval between transmission and reception of a particular impulse indicates the depth of the object reflecting the sound. From the receiver, the sound goes to an amplifier, and then to a recording instrument in the wheel-house, where a continuous graph is automatically made of the sea-bed contour and also of shoals of fish.

The instrument records faithfully depths of over 500 fathoms. Thus a vessel knows when she is over a large shoal of fish, and can follow it accurately while fishing. Navigation in fog is, of course, also greatly assisted by the sounder. The oscillators pick up the sound of the fish movements at a pitch of 15,800 cycles—a pitch inaudible to the human ear. One set is capable of 226 soundings per minute, and it can detect the bubbles made by moving masses of fish.

Home News in Pictures

MORE FREEDOM FOR GERMAN PRISONERS

A Week of Gales and Mountainous Seas Round Britain's Coasts

ANOTHER LONDON STATUE REAPPEARS: Men engaged in removing the last bricks from the wall which was built round the figure of Queen Elizabeth to protect the statue during the war years. The sculpture stands above the church of St. Dunstan's in the West, Fleet Street, and it originally adorned Lud's Gate, Ludgate Hill. When the gate was demolished the statue was moved to old St. Dunstan's in 1760, and when that in turn was pulled down the statue was lost for some time. Eventually it was brought to light in a cellar and placed in its present position in 1839

A NEW MEASURE OF FREEDOM FOR GERMAN PRISONERS OF WAR—ATTENDING A CHURCH SERVICE AT BEAUMONT PARISH CHURCH, ESSEX: Mrs. M. E. Owen, the wife of the Vicar of Walton, is seen reading the lesson in German, and the service is being conducted by the Rev. Basil Maine, Rector of St. Leonard's, Beaumont. The Rector has been holding these special services for German prisoners every other Sunday afternoon, and they have proved a big attraction. Beaumont Church was used for many years by Viscount Byng of Vimy, one of the great leaders of the First World War, and his banner of the Order of the Bath, which during his life hung at Westminster, now adorns the nave of the church. German prisoners are now subjected to fewer restrictions, and as a result of a recent Government Order they may be invited into houses provided that they return to camp before dark and obey the rulings of the camp commandants

A THEATRE WITHIN A CHURCH—A VENTURE IN THE OLD ECCLESIASTICAL TRADITION: The Rev. Brynley Jones watching men engaged in laying a stage in the south aisle of his Church of St. Matthew at Ipswich. The stage is built from old pews, and it is being equipped with proper lighting and adjacent dressing-rooms. The Rector, who is an ex-Army padre, is a keen actor himself and possesses a fine tenor voice. He hopes to take part in, as well as produce, a series of religious plays in the church, and he is of the opinion that by this means some of the lessons of Christianity can be brought home with very much more force than they can be from the pulpit

HIGH AND DRY ON THE DEVON ROCKS : H.M.S. "Saltburn," a British naval minesweeper, was a victim of the recent gales in the south-west and went aground in the area round Hartland Point

THE "SALTBURN" CAME TO REST IN A CLEFT OF THE ROCKS—THE NAVAL MINESWEEPER FIRMLY WEDGED AFTER BEING DRIVEN ASHORE NEAR HARTLAND POINT : The "Saltburn" was swept on to the rocks after breaking adrift from a vessel which was towing her. The Clovelly lifeboat put out to sea in the hope of helping the minesweeper, but was damaged in the attempt, having to combat mountainous seas. There is a movement on foot to provide an anchorage at St. Ives, and thus enable vessels on this coast to reach sanctuary in the gales

THE NEW CIVIL AVIATION SAFETY COMMITTEE : Some of the men who will advise Lord Nathan. Air Chief-Marshal Sir Frederick Bowhill (left), Lord Brabazon of Tara (second from right) and Air Vice-Marshal Collier (right), the first three committee members to be appointed, in consultation with Group-Captain Donaldson (second from left) at the Ministry of Civil Aviation. British air-liners have already won an enviable post-war safety record in aviation, and it is felt that this committee, with its unrivalled experience, will play a part in maintaining that record

GALES WIDEN THE BREACH IN THE HARBOUR WALL AT HASTINGS : Fishermen looking out towards the gap which has been increased by the recent gales. They depend on this wall to provide the necessary shelter for the launching of their craft, and it is feared that further gales may bring about its complete destruction. At the same time, several hundred tons of shingle have been hurled across the Hastings promenade by the waves

THE A.A. HAS A BRIGHT IDEA : Miss Valerie Bocking, the first road hostess, at work in her mobile roadside office. This office, a yellow-painted caravan, is now in service on the Great North Road near Peterborough, and it is Miss Bocking's task to assist all members of the Automobile Association who seek her help with regard to routeing, hotel and restaurant reservations on the road ahead, weather information, or breakdown facilities. Miss Bocking, who comes from Feltham, Middlesex, is an ex-Civil Servant

AFTER A SEVEN-HOUR BATTLE WITH MOUNTAINOUS SEAS : Members of the crew of the Falmouth lifeboat arriving back at the quayside in their rowing-boat after debarking from the lifeboat. They had been out to help the Swedish steamer "Irma," which was eventually towed in safety to Falmouth. From every part of the coast news came of ships in distress as they struggled against a wind blowing at times in 60 m.p.h. gusts. The Royal Navy's submarine "Truant," with no crew on board, was one of the casualties, and was reported to be drifting across the shipping lanes

THE CIRCUS COMES TO TOWN

The Mills Brothers, Bridging the War Years, Are Once Again Entertaining London's Youth

By CHARLES GRAVES

THE Bertram Mills Circus has returned this week-end to Olympia after an eight years' absence. This means that at least half the children of the circus-going age in London have never yet seen a lion, tiger, elephant or clown. No wonder that 100,000 seats were paid for in cash on the first day that the box office was open.

Memory is so short that few of the grown-ups who visit the circus this season will remember that two high-explosive bombs fell on Olympia during the war. One of them crashed through the roof of the huge banqueting hall, where 1,300 people sat down to lunch for the famous inauguration ceremony on the opening day of the circus each year. (As a result of it, the luncheon this year has had to be reduced to a trifle over 400 guests in the smaller restaurant.) Another bomb went slap through the roof above the circus area itself. Seven acres of glass collapsed in a matter of seconds, but it has only been during the last three months that it has been replaced. For, during the war, the Government decided that it would be safer to roof the gap with boarding and use artificial light for (*a*) the German civilian prisoners of war, (*b*) the Vehicle Reserve Depot, (*c*) the Free French, and (*d*) the Ordnance store, which successively occupied the space. Fortunately, the bomb destroyed none of the 6,000 or 7,000 tip-up seats which were stored close by. Fortunately, too, the 7¼ miles of red and green muslin, which forms the Big Top, was safely stored away at Ascot. I am not enough of a mathematician to work out the number of coupons required—at one coupon per yard—to replace this vast quantity of gaily-coloured material.

But whereas, just before the war, it cost 3¾d. a yard, it would now cost nearly 2s. 6d. a yard.

What else happened in the seven years interval? Well, the tigers went to the Dublin Zoo. The lions were sent to loose boxes at Chalfont St. Giles—the home of the late Bertram Mills, which was later commandeered for the Royal Cancer Hospital. The elephants were put on to war work in a remote part of Buckinghamshire. In spite, however, of the complete lack of any military target within miles, a German aircraft dropped a 500-lb. bomb within a few hundred yards of the elephant shed. For five minutes the elephants went frantic, but the trainer soon calmed them. It is well known that elephants never forget. It is not so well known that they are extremely reasonable animals, and when they heard their trainer saying quietly, "It's all right, girls," they came to the conclusion that what was good enough for him was good enough for them, and they began feeding placidly again. . .

The circus horses were sent to various parts of the country, thirty of them to a paddock near Northolt aerodrome. Then, one day, a German fighter aircraft came over and strafed them for no good reason. Actually, he missed, but it was decided that it would be safer to take them away. In this connection, it is amusing to learn that these animals had been pampered for so long that when they were first put out to grass they didn't know what to do about it. They literally refused to eat grass. They didn't know how. At last, bales of hay had to be put on the ground to induce them to eat. If you do not believe me, ask Cyril Mills—who swears that it is true.

Cyril Mills had a very hush-hush job with the War Office, which kept him in plain clothes throughout the war. His brother Bernard, who has unfortunately been ill for the past few months, was in the R.A.F.

The circus's all-the-year-round quarters at Ascot also suffered. One large portion of it was requisitioned as a prisoner-of-war camp for German merchant seamen, Fascists, Madagascan French (who ultimately converted into de Gaulle-ists), and members of the German Army captured in battle. Nevertheless, within a few months of the war being over, the circus went on the road again and in twenty-eight weeks travelled over 1,000 miles and visited twenty-four towns. Wherever it went, the children were pop-eyed. None of them had seen either a clown or an elephant before.

The problem of finding an entertainment good enough to fill Olympia, from to-day until the end of next month, is, however, very different from producing a road-show suitable for the provinces. Cyril Mills was the first person in show business allowed by the authorities to go to the Continent in search of talent. Quickly enough, he discovered that his quest would be difficult. Belli's circus and Schipper's fun fair had been overrun by the British Army near Hamburg, and the Hagenbeck and Krohn's circuses had been bombed by the R.A.F. As for the various turns, most of them had been international before the war and had gradually been split up as Hitler invaded first Norway, then Holland, Belgium and France. Since the end of the war no Continental theatre or circus has been able to afford individual big acts, and for Olympia a big troupe is essential. Cyril Mills's problem, therefore, was considerable. He found Charlie Rivels—the Spaniard—in a Swedish circus in Lapland. His act, however, had been reduced to four persons, which was billed to fill almost half the whole playing time of the show. He was unable to find any trace of Togare, the famous lion-tamer; the ultimate fate of the various bearded ladies, giants, fat women, tattooed women, midgets, giraffe-necked men, and others, remains a mystery, though some of them disappeared altogether in the trough of war. Cyril Mills himself was told that everyone in show business on the Continent believed that both he and Bernard had been killed in the blitz.

In spite of all difficulties, Olympia this year will see a number of new acts—a flying trapeze troupe from Paris; another aerial act from Brussels; a comedy cycling turn, which was found in a small French provincial town; clowns from Paris, including Pinochio—who was put into a concentration camp by the Nazis through helping the French Resistance Movement. There are also Kiki and Kryngiel—two midget clowns who hail respectively from Czechoslovakia and Poland. Apart from the Continental acts, there is Billie Baker—the bareback rider of the Cumberland troupe—who "jumped" on D-Day and at Arnhem; and Kelly from Kansas, who has a compelling way with him and specialises in a sort of Crazy Gang get-together among the audience itself.

As for the lions, two of the old-timers have died and six new ones have been acquired from the Dublin Zoo and trained up to the highly exacting circus standards. The elephants, of course, will be back on the job once again, together with the usual quota of circus horses and Shetland ponies, clowns and drolls.

In view of the fact that everything, such as wages, food for the animals, and the like, has doubled in price since 1938, it is a remarkable achievement on the part of the Mills Brothers to keep the top price down to 15s. and the lowest price to 4s. per seat. As Cyril Mills was saying, it would be easy to sell thousands of tickets at a guinea apiece and several hundreds at two guineas, but that would not be fair on the children or their parents, and it is his determination to make it as easy as possible for as many children as possible who have never seen a circus to have their dream come true at this first post-war Olympia show.

Considering that the outlay for the Christmas season of the Mills circus is £150,000, this seems not only quixotic, but also courageous.

THE LIONS ROAR: Nicholai, the tamer, preparing Tarzan and Orthello for their part in the Bertram Mills Circus at Olympia. This picture was taken at their Ascot winter quarters, but they finished their training in London prior to this week's opening

EGAD! Len Townsend's little daughter Pat uses two hands to keep her egg balanced in the spoon (she knows what rationing means), but Len's trick poodles balance the eggs with their spoons in their mouths and at the same time get up on their hind legs

THE CUMBERLANDS ARE HERE AGAIN: The celebrated bareback riders, who were well known to Olympia visitors before the war, seen at rehearsal at Ascot before the opening of the Bertram Mills Circus. They have just reached the climax of their act—when the top of the pyramid is reached and the horses, prancing forward in unison, make a complete circuit of the arena with their burden of five men and three women acrobats

AMATEURS AND PROFESSIONALS

More News of Christmas Productions

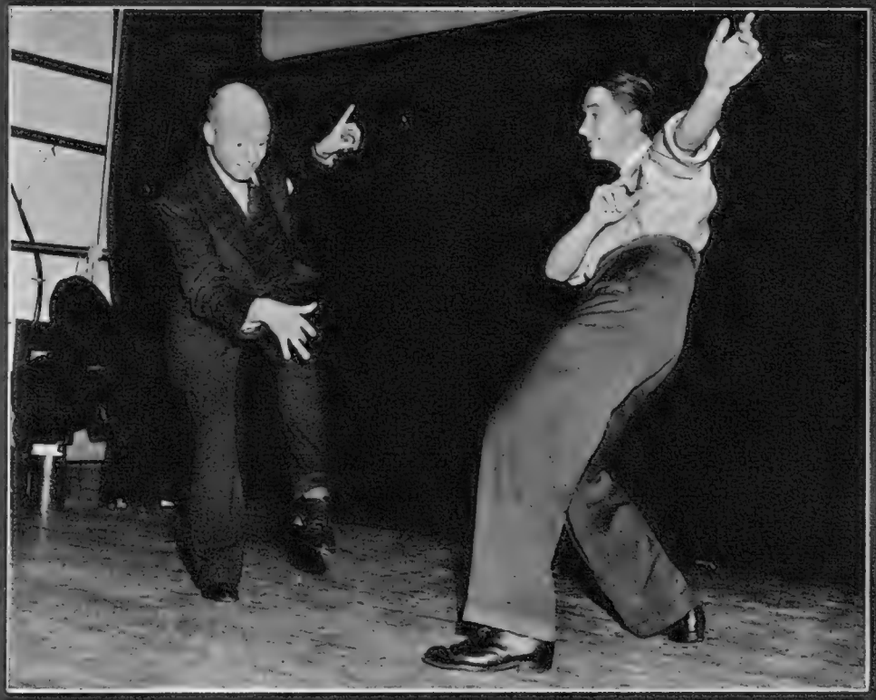
AMERICAN STARS FOR LONDON: Three fur-coated lovelies who came over on the "Queen Elizabeth" to play in Jack Hylton's new musical show. They are: Helena Bliss, a Broadway operetta singer; Kaye Connor, the Canadian-born radio star; and Jane Farrar, from Hollywood. They crossed in the *Queen Elizabeth* to take part in Jack Hylton's new musical, *Romany Love*

ONE OF AMERICA'S LEADING ACTRESSES: Kathleen Cornel was also a passenger on the "Queen Elizabeth." Coming over to discuss a new play with Kate O'Brien, the novelist, she was photographed at Southampton after a stormy crossing

AMATEUR ACTORS BUILD THEIR OWN THEATRE: The Incognito Players of Friern Barnet solve their housing problem. This small amateur dramatic society has not been deterred by inability to find a theatre. They have taken over a one-time mineral-water factory and are converting it into a small theatre; themselves laying the floor and building the stage and dressing-rooms. Much of the work is being done by girls who have learnt to glaze windows, saw wood and mix cement. Old carpets have been sewn together to cover the floor and cinema seats installed

A BELGIAN GIRL AS PRINCIPAL BOY: Elma Soiron in "Cinderella" at the Players Theatre. Coming here after invasion, she worked for the B.B.C.

". . . LIKE A MELODY": Dublin-born Melody Brown gets a U.S. film contract. "Spotted" in a train by film-agent Bill Watts, she was soon signed up by a U.S. producer



A CANON SHOWS A ROWING BLUE HOW TO DANCE LIKE A FAIRY: Canon Hildyard, of Westminster Abbey, and T. J. Sullivan, the Cambridge rowing Blue. The doctors and students of Westminster Hospital are producing and acting *Sleeping Beauty* for Christmas. Script, music and lyrics have all been written by the students. The producer has made use of the scientific knowledge at his command, and apparatus such as the ultra-violet lamp is used in the pantomime

MOTHER HUBBARD AND SIMPLE SIMON MEET PETER PAN: Nervo and Knox and Mary Morris prepare for the Christmas season. Jack Hylton's many theatrical ventures include *Little Red Riding Hood* at the Adelphi and *Peter Pan* at the Scala. Members of the two companies met when this picture was taken

The World of Books—By Vernon Fane

TROTTIE TRUE: THE GAY EDWARDIAN

Caryl Brahms and S. J. Simon Produce Another Delightful Story in Their Unconventional Manner

THE highly individual way in which Miss Caryl Brahms and Mr. S. J. Simon construct their novels has had the true accolade of success in the past six months, by being copied by no fewer than two different authors. The original thing, however, is still the best, and their new novel quite delightful in its own way. TROTTIE TRUE (Michael Joseph. 9s. 6d.) is, with one exception, the gayest story they have yet produced—not that story is the exact definition, for the main plot is always the least significant part of these books, which are more like verbal scrap-books than anything else.

In them you will find reminiscences, snatches of song, references to the picture postcards which in a real scrap-book would be stuck to the pages, anecdotes and countless references to the famous figures of the times. It is the Edwardian age, and that most popular aspect of it, in which Gaiety girls are constantly marrying into the peerage and champagne is the only drink tolerated at river picnics.

Trottie True is one of the big family of a Camden Town specialist, and in case that word should mislead anyone into thinking that he is connected with the medical profession, I will tell you that his speciality is that of decorating picture postcards of actresses with tinsel. With the half-grudging, half-admiring consent of her parents, Trottie achieves some success on the music-hall, "working" as much as three or four halls a night and delighting the pit and gallery with her singing and dancing.

The thread of the story is a light-hearted and amusing one, and I recommend this for the proper and suitable note of frivolity at Christmas-time.

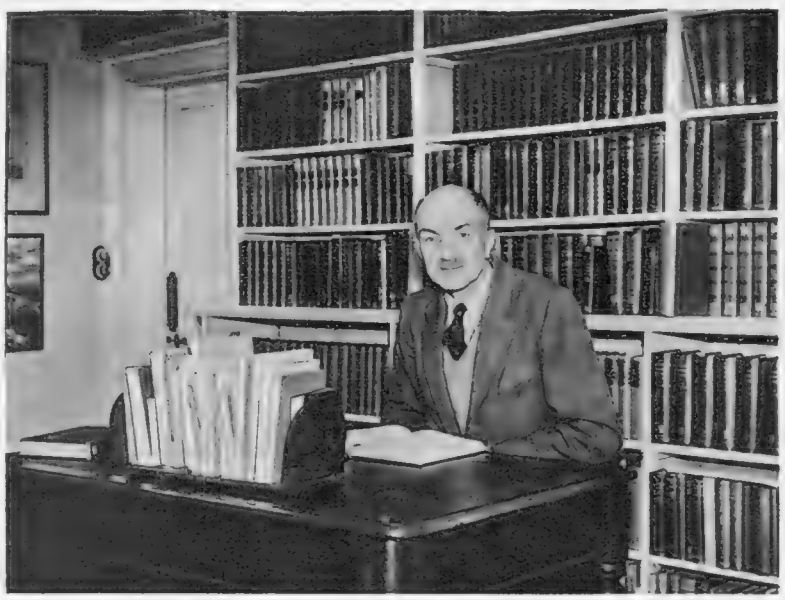
Mr. Uys Krige is a South African war correspondent, whose name, incidentally, is pronounced "Ace Kreeger," and who was a prisoner of war in an Italian camp in the heart of the Abruzzi Mountains. He was there when the armistice between Italy and the Allies was announced, but found in common with his fellow-prisoners that the Germans did not intend evacuating. When they heard this, the prisoners took to the hills, where they were received with open arms by the Italian peasantry.

Krige and his companions stayed some weeks with a family who fed them and fitted them out with civilian clothes, then, with the help of a shepherd, they started the long journey south towards the British lines. Their adventures and their near-escapes are described in his book, THE WAY OUT (Collins. 10s. 6d.), a factual record.

When Mr. Krige and his friends arrived within striking distance of the Eighth Army's advance posts they were guided to safety by an Italian, and the tale closes with their sitting down to tea in an improvised room, with a Cockney, a North Countryman and a Geordie. When he sticks to the facts, which are exciting enough, and to the excellent characterisation of which he is capable, Mr. Krige writes a good story. But the dissertations on literary taste and the constant use of Italian words are on the debit side. The latter were common currency between escaping prisoners, as I have often heard, but they're hardly likely to be illuminating to the lay-reader. The author's strong pro-Italian feelings and not-so-strong English feelings are, of course, his own affair.

THE HEART OF ANOTHER (Home and Van Thal. 9s. 6d.) is a title which suggests the true sentiment of the lady novelist, but which, in fact, designates a collection of short stories by a well-known woman war correspondent. Miss Martha Gellhorn was married to Mr. Ernest Hemingway, and, knowing this, it is impossible not to observe instances of his literary influence. Particularly in dialogue is this true, for there Miss Gellhorn is likely to adopt that terse, monosyllabic manner which can be made to convey such a force of emotion.

Several of the stories concern the Spanish Civil War, of which the author had first-hand news, since she was there as a reporter. These are the best in the volume, although, again, it is hard to escape the overtone of something reminiscent. *Luigi's House* is not as moving and direct as these, but it is better constructed than any and, in a way, more ambitious than the sketches and brief stories that follow it.



A JOB TO LAST A LIFETIME: Mr. J. R. M. Butler, Fellow and Lecturer of Trinity College, Cambridge, who has been given the task of writing the Official History of the Second World War. Mr. Butler's appointment will be part-time until October 1947, full-time for the ensuing year, and then part-time again until the story of the three Services is complete. It is probable that the complete work will take many years

Mr. Patrick Quentin, whom I regard as in the very first line of detective-story writers, has written another in his Puzzle series, this time PUZZLE FOR WANTONS (Gollancz. 8s. 6d.). The setting, which is appropriately lavish and lurid, is Reno, and in that Western city three women in the same house-party are murdered.

It seems rather bloodthirsty, but Mr. Quentin, by some strange alchemy, makes it possible for one—at least while reading the book—to accept murder as a matter-of-fact business. I don't propose even to hint at the solution, but I will tell you that this really is one for the library list if you have a taste for the ingenious and the exciting.

CHOICE (Progress. 8s. 6d.) is a selection of short stories and prose which does not follow any of the obvious conventions. The short stories are not such in the accepted sense, for many of them have no logical beginning or end, and are merely fragments taken from the writings of the authors, who include Hugh Massingham, William Plomer and Arthur Waley. Sidney Keyes' *The Famous Race Between the Hearse and the Steamroller* is the most complete story in the volume, and even it is more notable for its writing than for its theme. *I Died of Love*, by Elizabeth Bowen, is an exquisite cameo of characterisation but little else.

Frankly, I found the combined effect of these stories rather depressing. It seemed that I had only to get interested in one to find that it had finished.

M. Henri Bosco's long and impressive novel, THE FARM THEOTIME (Aldor. 12s. 6d.) was the winner, in its original French, of the 1945 Grand Prix de l'Academie Française. It has now been translated by Mr. Mervyn Savill with a great deal of feeling, though unfortunately not always a feeling for the perfect English phrase.

The story has been written in the romantic manner, with great sweep and fine imagery, and the author has a flair for what in simpler times was called the picturesque. That term now has an unbearably smug connotation, but once could mean that particular quality of recognising a natural scene in terms of art. M. Bosco has been able to do this, and his tale of a handsome young recluse in the remote Provençal countryside although it has little in common with Jean Giono's writing, is in some ways complementary to those books of his which gave one some of the magic of that land.

OFFICIALLY DEAD (Cassell. 8s. 6d.) is the story of an extraordinary man, a Commander Smith of the United States Navy, who, under the name of Smitty, was to all appearances the pilot of a river steamer in China, but was, in fact, a naval officer keeping tabs on the smugglers and spies operating along the China coast. After Pearl Harbour Smith wore his uniform openly, and was later captured by the Japanese twice, escaping both times.

Mr. Quentin Reynolds has found the perfect story to tell here.

ANDRÉ SIMON'S PRIMER

And Other Shorter Reviews from the Latest Publishing Lists

Books on contemporary affairs are sometimes of doubtful appeal, usurping, as they do, the function of the newspaper as a recorder and commentator upon world news. But a book that is slightly behind the times would seem to be doubly unfortunate, and WORLD ORDER OR CHAOS (Duckworth. 15s.) definitely comes into this category, having been written before the close of the war with Japan. The author, William Henry Chamberlin, a well-known newspaper correspondent and student of international affairs, writes with knowledge and sincerity upon the problems arising between Britain, America and Russia since Potsdam, but so much has intervened since then that the book is sadly dated. This is particularly so in the pages relating to the Indian problem, in which the author declares, not without a hint of patronage, "One may recognise the genuine difficulties that stand in the way of a complete British political abdication in India. Yet it seems a pity that some of the fine instinct for compromise and gradual progress which the British have shown at home has not entered into the handling of the Indian situation. . . An attempt to perpetuate an obsolete system of colonial tutelage in India will be a source of serious strife and friction in the second half of the twentieth century." If he chances to read *World Order or Chaos*, Lord Wavell will find page 77 full value.

Not since the days of Professor George Saintsbury has any writer on wines commanded such an approving public as André Simon, and there is no doubt that in his several volumes he has played a full part in educating public taste, though his writing, severely factual and never discursive, has not the same appeal as that of the great professor, whose *Notes on a Cellar Book* is now regarded as a near classic.

André Simon's latest book is A WINE PRIMER (Michael Joseph. 6s.), which he describes as "a text-book for beginners," and it is packed with most of the basic facts and figures which the would-be connoisseur need know, that is to say, in addition to his own acquired experience. In the course of 150 pages or so the author describes how to buy, keep and serve every brand of wine from the aperitif sherries and vermouths, via the beverage wines, to the Ports, Madeiras and Marsalas that come at the end of the meal. This is a useful little book, though in parts unbalanced and with little right-up-to-date, post-war information about vintages. It is to be hoped, also, that no reader takes too seriously the suggestion that Pernod, that villain among French aperitifs, is sometimes consumed with gin. There, indeed, might be the basis of a "lost week-end."

The broadcast play, so very different in its technique from the stage play, belongs essentially to a passing phase, as there is no doubt that television will in due course add the missing visual element to all such broadcasts. This phase, however, has been notably profitable, and in RADIO THEATRE (Macdonald. 10s. 6d.) Val Gielgud has selected a series of plays specially written for broadcasting, including his own *Music at Dusk*, Ursula Bloom's *Displaced Persons*, and Emery Bonett's *One Fine Day*. These plays make excellent reading, and Val Gielgud's foreword throws a revealing light on this very specialised literary field.

With each succeeding week it is good to see better paper, better binding and more illustrations among the new books now that publishing houses are less restricted. Books which on one or more counts come within this category are THE MATTERHORN, by Guido Rey (Basil Blackwell. 15s.), a reprint of an important work long regarded as the final authority on the subject of the great peak; ENGLISH COUNTRY CRAFTS, by Norman Wymer (B. T. Batsford. 12s. 6d.), an historical survey with 149 illustrations from photographs and drawings; and OLD KOREA, by Elizabeth Keith and E. K. Robertson Scott (Hutchinson. 42s.), a delightful book describing in text and pictures one of the least-known lands of the farthest East. Korea has a great art and culture of her own, and both the author and the artist, who are sisters, have conveyed their impressions of it with deep feeling.

Thomas Bewick's animal woodcuts, which appeared in the *General History of Quadrupeds* published in 1818, make a welcome reappearance in FIRST ANIMAL BOOK (Peter Lunn. 9s. 6d.), and are printed together with the verses of Ruthven Todd and well-arranged text matter relating to each animal. It is a pity that the verses are not up to the standard of the rest of the book, the scansion in some cases being doubtful, and wit, where it is attempted, sometimes missing fire.

Three new books of poetry are DECEMBER SPRING, by Jocelyn Brooke (John Lane. 6s.), THE DOUBLE IMAGE, by Denise Levertoff (Cresset Press. 5s.) and BEAT DRUM BEAT HEART, by Sheila Wingfield (Cresset Press. 7s. 6d.). Denise Levertoff is a young and gifted writer possessing much of the lyric power of Housman, though not his unwaveringly fatalistic outlook.

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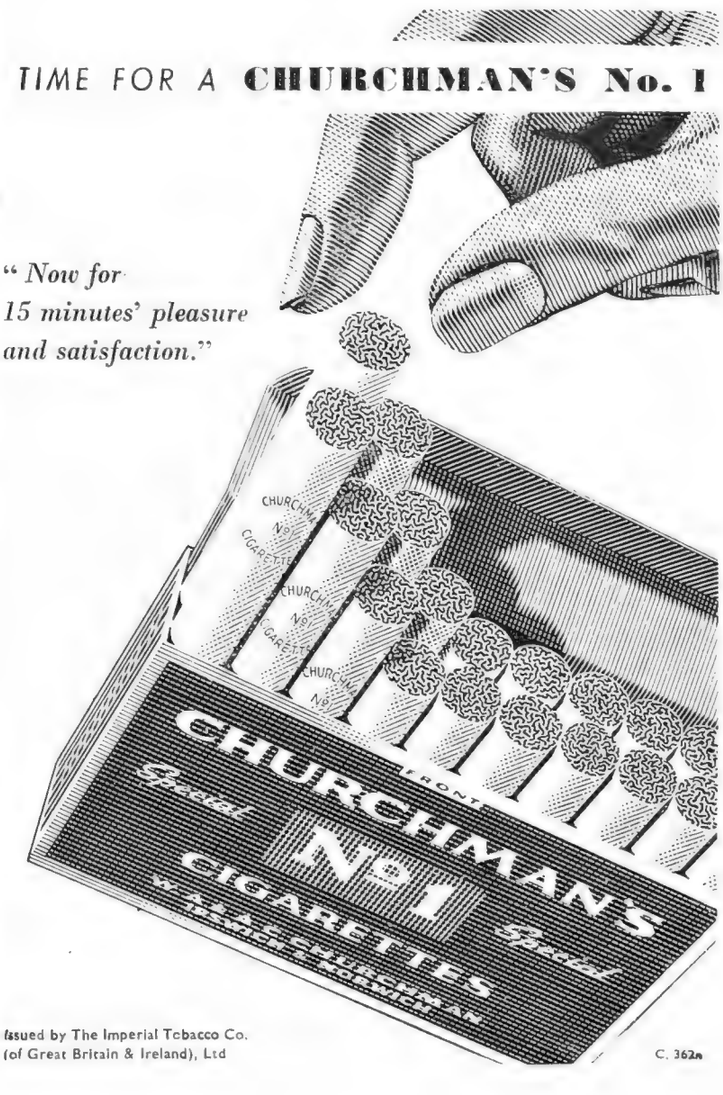

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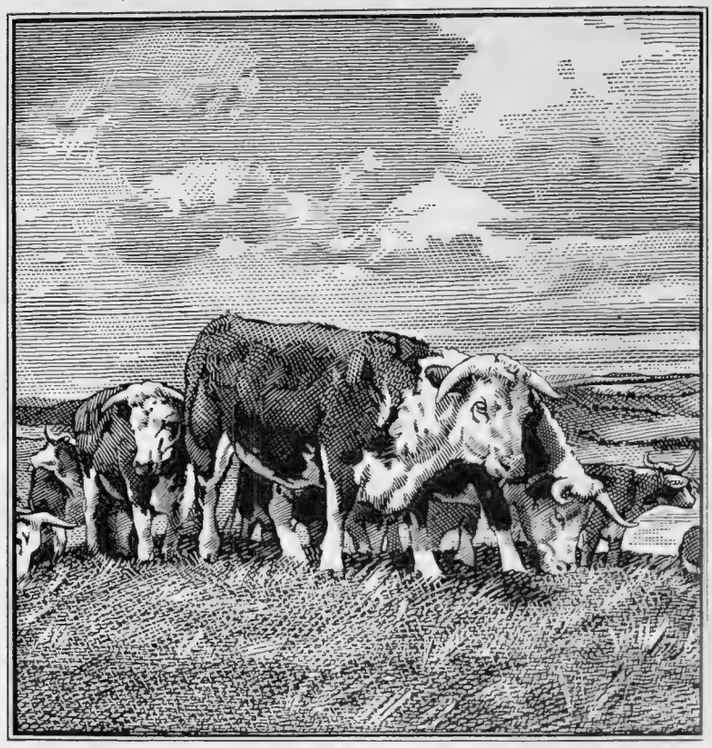

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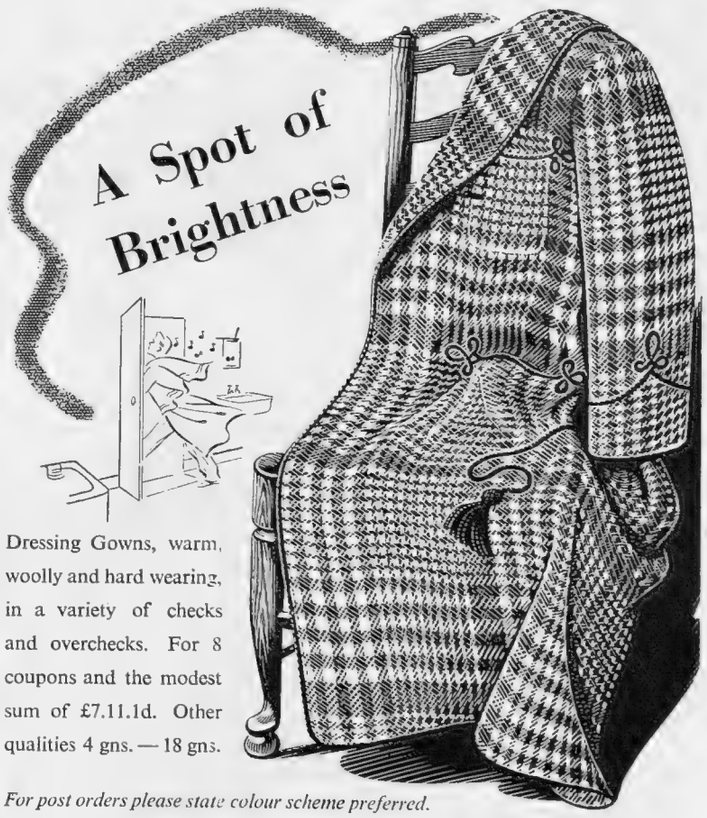

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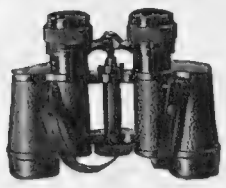

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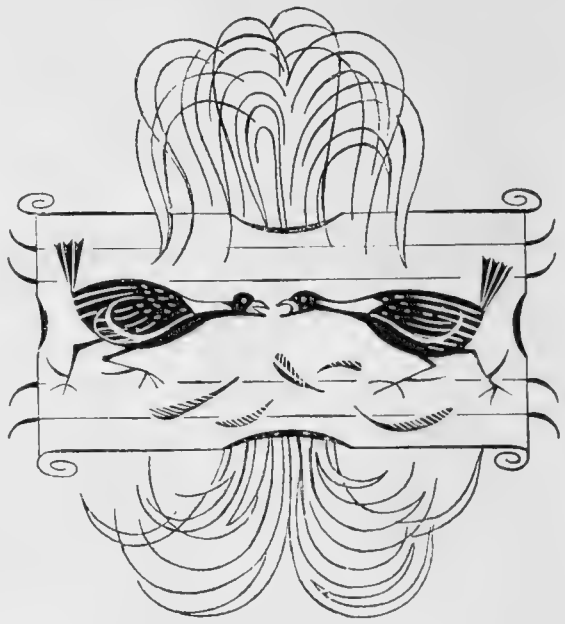

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THERE are still several inns of this name about the country — notably "Ye Olde Fighting Cocks" at St. Albans, one of the oldest houses in the kingdom. The sport itself had ancient beginnings, and was introduced into Britain by the Romans. Henry VIII added the Royal Cock-pit to the palace of Whitehall; in Stuart days "cocking" was called the "royal diversion". "Cocking mains" were no less popular among the sporting classes of their Majesties' subjects. This inn sign is merely another proof of the closeness of the public-house to the lives and sports of the people, just as the pub is associated today with cricket and bowls, darts and shove ha'penny.

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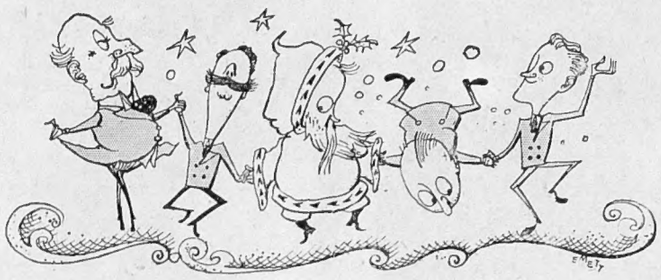

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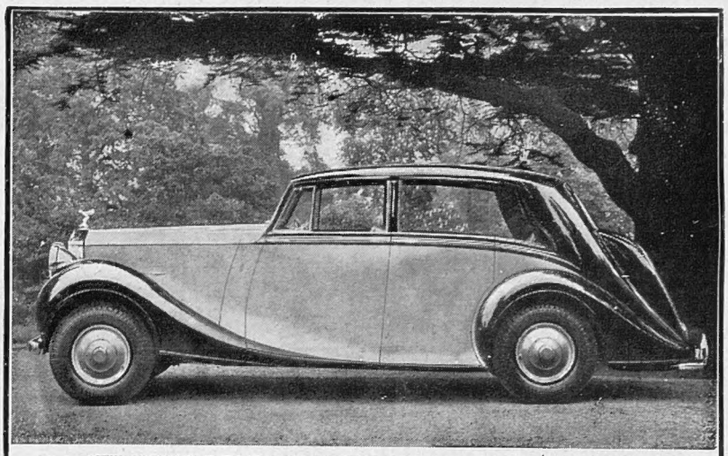

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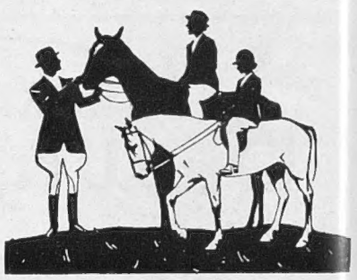

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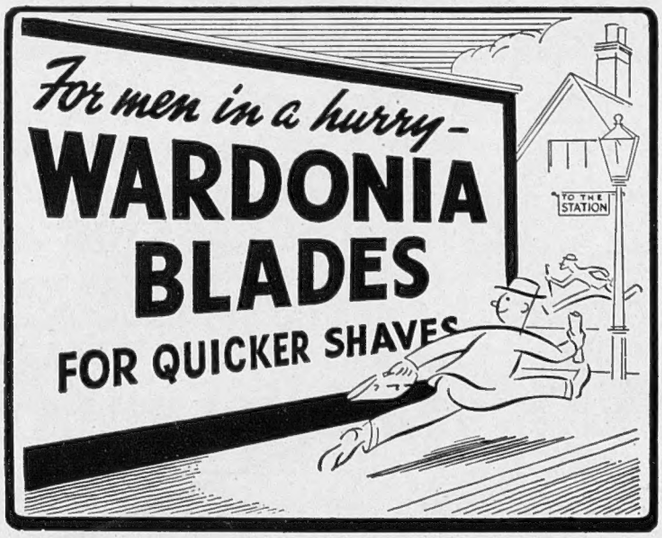

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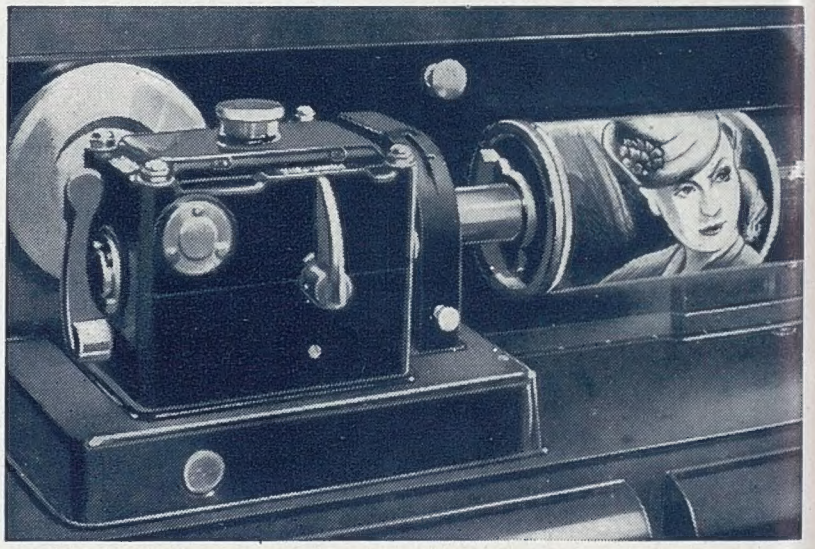

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